

H. P. Sargent

THE BROTHERHOOD MAGAZINE.

DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN.

VOL. I.

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No. 1.

THE BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE, as will be seen, is the title we have chosen for our little book, which will be issued monthly in the interest of our Order. Aside from such matters as will prove interesting and beneficial to Brotherhood Firemen, the MAGAZINE will contain all the important changes that may be made in railways, together with such a collection of miscellaneous articles as will prove interesting to every one. Our object in thus publishing an organ representing our interests is to let the world know who and what we are. Although, as an Order, we are in our infancy (numbering about 4,000 members), yet, with such objects as we maintain, we cannot fail to have the best wishes of all good persons for a long and prosperous life. We hope railway officials, as well as all employes, will aid us by giving the MAGAZINE their support. Engineers, especially, will at all times find such articles in

our book as will be of interest and benefit to them. The subscription to the MAGAZINE is lower than any other railway journal published, and is therefore within the reach of all railway employes.

The columns of the MAGAZINE are open for the discussion of all matters that will prove of interest to railroad men, and any communications forwarded us, with the author's name thereto, will receive publication.

The MAGAZINE will be published regularly on the first of every month. That it will be a success, we have every reason to believe, and already our expectations have been more than realized. Besides the large subscription lists forwarded from different subordinate Lodges, we are almost daily in receipt of subscriptions from Presidents, Superintendents, Secretaries, and other officers, who thus show the interest they take in the Brotherhood of Locomotive Firemen.

Our Order.

Many persons, including all branches of railroad employes, and those not directly connected with the interests of railroads, have from time to time asked the question: 'What is the Brotherhood of Locomotive Firemen?' We answer them in this wise: An Order for the protection and elevation—mentally, morally and socially—of all classes and denominations of mankind who step on the foot-board for the purpose of working their way to a higher position. The Brotherhood of Locomotive Firemen is not a society organized for evil purposes, and we invite all to read our constitution and by-laws, in which they will find wholesome laws, and such as the majority of societies seldom, if ever, arrive at.

We seek not to regulate and maintain our salaries alone, but we do more than this—let it be said to our credit—we educate our members for the position which they daily toil for; caution them against the wine-cup and the disastrous results arising from the same, for it is evident that those who are so given are an injury to us. We do not show a cold shoulder to them until such times as we find they are beyond redemption, and lay our members open to censure by every person, not our officers alone, for to them we look and earnestly hope for a speedy dismissal of any such.

Again, we, as an Order, are beneficial, not only to our members, but

to railroad companies, the public and our families. Benevolence is that key which opens to the sick a fountain of comfort and care, and when a member's trials are over on this earth we consign him to his last resting place. If he leaves behind him a widow or children we look to their wants, and you do not witness the poor firemen, as heretofore known, being conveyed to a pauper's grave, nor his family begging from door to door.

In life we seek to give our officers such men for the positions as will make competent and trusty engineers, and we are prone to say that such of our members as have been out of position have in every case readily obtained employment. In fact, it is a part of our business to secure all good members work, and the many assurances from railroad officers that they will give us the *preference*, is, in itself, a work of honor to us as locomotive firemen.

Our Insurance Department is perfect in every particular. Though young, it is fast gaining ground, and but a short time is required to make it what it should be, viz: \$2,000 payable at the death of a member, and to a brother totally disabled to fire or run an engine, a like amount. Each department is distinct from the other.

With us we combine only the men of the foot-board, consequently our aim and belief is alike, and to place such men upon the locomotive engine as has received their educa-

tion through our Order, is merely to give to the public a class of men whom trust can be reposed in, for they control that valuable piece of machinery which requires a man of steady habits and nerve. This the public knows, as do our officers and engineers, and such encouragement as has been given us by the same, only goes to show that Benevolence, Sobriety and Industry is doing its work.

Strikes.

Many railway officials ask us, from time to time: "Is your Order an upholder and believer in strikes?" To this we emphatically say, "No, sir." We depreciate and take no part in strikes where we can possibly avoid it. Our officers are competent and fully empowered to act for us as a body, and do not approve of strikes except where all other means have failed. We, as a Brotherhood, are not organized for the purpose of strikes, but as a beneficial Order. We hope all inquirers will observe this.

The Cruel War.

The railroad war, now existing among the trunk lines running between the seaboard and the west, has been more disastrous in its affects than any that have preceded it, and, from present appearances, promises to last for some time to come. Freight is now being transported at lower rates than were ever known before, and a corresponding reduction has been made in the rates of passenger fares. This involves a very large decrease in the receipts of the roads, with very little or no benefit to the merchants in the several terminal cities on the seaboard. So far as is known to the public, the roads themselves are not getting what are known as "paying rates." This state-

ment is thus qualified advisedly, for although it is generally asserted that on a well-managed road the cost of transportation is nine mills per ton per mile, there are persons who claim to be experts who aver that it can be done for much less. Be this as it may, it is hard to believe that it is profitable for a road to carry two thousand pounds of first-class freight from New York to Chicago for four dollars, when, only a few months ago, it was decided by the managers of the trunk lines that fifteen dollars was a fair compensation for the same service. That this state of things will continue indefinitely is not to be expected, nor, indeed, is it to be desired. It is to the interest of the public that the roads should be paid a fair price for services performed, because, should they not be able to pay their dividends at the end of the year, it would cause more distress than would be compensated for by the advantages gained by cheap rates of transportation during the same period. In point of fact, it is difficult to say who really is benefitted by the low rates of transportation that are ruling now. Whenever a reduction is made in the amount of freight charged for grain or produce brought from the West, a corresponding reduction is made in the price charged to shippers to Europe, whose sales there are governed by the existing market rates. If the reduction is on west-bound freight the advantages are chiefly reaped by western merchants rather than by the public at large, as the retail price of every article is affected by the lower rates. A case of goods, for instance, weighing five hundred pounds, contains several thousand yards of fabric. At the old rates of seventy-five cents per one hundred pounds it would cost three dollars and seventy-five cents to send such a case from New York to Chicago. It now costs one dollar, a difference of two dollars and seventy-five cents. Now, supposing such

a case to contain four thousand yards of goods, the freight per yard at the old rates would be a little less than one mill. At the present rates it is just one-fourth of a mill—a difference too small to be made appreciable in the retail price of the fabric. The great point, however, so far as the merchants are concerned, is not as to whether they can ship their goods, either way, for a few cents more or less per one hundred pounds, in this month or that. They are perfectly willing, and indeed would prefer, to pay fair prices for the carriage of their goods, but they want those rates so fixed that they may be able to transact their business intelligently. That is to say, they do not want to be exposed to fluctuations that will involve them in losses, or that will prevent them from entering into contracts for the transaction of business extending over greater or lesser periods. All competitive struggles have for their object to secure to each transportation line a fair share of the business, or what may be considered so by each. It is certain that any one line can not expect to monopolize the whole. In the absence of all information regarding the exact amount of traffic in competition, or the portion carried by each of the competing lines it is impossible for any one line to determine whether it has reason to be satisfied or should make additional efforts to secure more. Having no guide whatever to determine its policy in this respect, it endeavors to get as much as it can, and, in the general strife in which all engage for that purpose, compensation for the work done is reduced to a point where the whole business done is worthless to all. This business should cease, and thereby save a large portion of the railroad property of the country from ruin, which seems inevitable under the present system of management.

THE shifting-link was invented by a Mr. Williams, of New Castle, England.

Mechanic Arts.

Editor B. of L. F. Magazine :

In this the nineteenth century everything is looked upon as worthless unless marked with the word Progress. It matters not what aristocratic title a person may have, if he lacks ability he is thrown over by those that history is proud to notice as our great men. The time has come when to sit down and fold our hands in idleness, is only to set ourselves up as a mark for ridicule. It must be apparent even to the most careless observer that in an age like this, when utility is largely the test of merit, hereafter the *mechanic arts* will take the first rank in all enlightened communities, and that useful labor will be appreciated as it deserves. This is the age of the locomotive and of steam. Progress does not show great triumphs to-day over what could have been produced fifty years ago; and what has produced these grand results? Certainly not capital alone, nor aristocratic titles.—but simply brain, muscle and untiring activity. Talk of triumphs of intellect! Why, these are its true triumphs, its shining exhibitions to challenge the admiration of the world, and yet are simply the results wrought by intellect through the mechanical arts. It is for once the triumph of the real over the ideal, the standing aside of the merely speculative to make way for the useful and the substantial, and wandering around among the hard-handed men who proudly hold up the results of their labor and ingenuity to the view of the assembled multitudes; and those who view the matter aright must feel grateful to each and all as to those who have elevated the dignity of the human race.

Brothers, the time has gone by, let us hope forever, when to be useful is to be considered by anybody as placing ourself lower, socially, in the scale of being than him who can afford to live in idleness. And after the splendid results as exhibited

the past summer, it depends upon those who thus showed the might of their position if they do not make their power felt. Men are beginning to learn that the true avenues to wealth—and more than that to influence—are through what are termed the useful arts; and a glance at the leading capitalists in half the great enterprises of the day, will show that they are of those who commenced life the energetic founders of their own fortunes in the field or the workshop. Medals and wreaths and pensions have, in all times past, been showered upon those who have figured as successful orators, poets, or soldiers,—upon whoever conferred honor upon the nation to which he belonged. Without condemning such action, let us inquire what he deserves of his country who, as the successful locomotive builder or architect, sent the product of his genius and skill to compete with the world at the Centennial Exhibition, to carry away the wreath, and justly, too,—extorting from the representatives of Europe the humiliating confession that their best machinery was not even second to our own in all points. We repeat, what does he deserve by whose aid we have achieved a triumph before which all others are as nothing? In view of all this, it is the fault of those engaged in what are termed the "Useful Arts," if they do not vindicate their own positions. They have the power, and while the notes of triumph are yet ringing in the ears of the nation, and of the world, they can, if they will, command for themselves that consideration which is really their due.

CHAS. BENNETT,
Union Lodge, No. 5.

GALTON, O.

Reduction of Wages.

Below is the scale of wages paid to firemen and engineers on the Chicago and Burlington Railroad, which went into operation October 10, 1876: Apprentice firemen on switch engines are to receive

first year \$1.40; second, \$1.50; third, \$1.60. On the road, first year, \$1.50; second, \$1.75; third, \$2.00. Engineers on switch engines, first year, \$2.25; second, \$2.50; third, \$2.85. On the main line, first year, \$2.50; second, \$2.75; third, \$3.00. Old engineers have been receiving on the Galesburg Division \$3.50, and on the main line, \$3.87½. A meeting of the employes of the road was held at Galesburg, to discuss their grievances at Order No. 10, reducing their wages. Conductors complain that they can not live on \$70 per month, and a committee was appointed to wait on Division Superintendent Hitchcock, and ask that the present reduction of wages be set aside. A petition to this effect was signed by 130 employes, in which they asked that their wages be put back to the same rates they were prior to December, 1873, viz.: Burlington division conductors \$75, and brakemen \$45 per month; Peoria division conductors \$85, brakemen \$55; Middle division conductors \$80, brakemen \$50.

THE Atlanta & Richmond Air Line will be sold, under the first mortgage, at Atlanta, December 5th. The road from Atlanta, Georgia, to Charlotte, North Carolina, 265 miles, will be sold in one parcel.

It is said the saving in the wear and tear of valve motion with balanced valves, particularly in large engines, is very great, as they can be kept out of the repair shop much longer than engines with common slide-valves. Master Mechanics give it as their opinion that they are not as liable to sudden derangement, either on fast passenger trains or freight trains. The comfort of the drivers is also greatly enhanced by having an engine that can be notched up or reversed as easily with the throttle open as shut.

It may be said to its credit that the *Railway Age* is one of the very few railway papers published that does justice to employes when giving accounts of strikes, &c.

Elections and Appointments of Railway Officials.

Atlantic & Gulf—Mr. George S. Haines has been appointed General Ticket Agent and Paymaster, in place of John Evans, deceased. Mr. Henry C. Maner has been appointed Assistant Auditor and Agent at Savannah, in place of James C. Tyson, deceased.

Joplin—The officers of this company are as follows: President, E. R. Moffet; Treasurer, John B. Sargeant; Secretary, W. A. Botkin; Superintendent, General Freight and Passenger Agent, E. H. Brown. The offices are at Girard, Kan.

Kansas Pacific—Mr. Robert E. Carr has been chosen President, in place of Adolphus Meier, resigned. Mr. Carr was formerly President, but resigned a few months since on account of ill-health. Mr. John Mackenzie has been appointed Superintendent of Machinery, in place of L. D. Waugh, resigned. Mr. J. D. Odell has been appointed Superintendent of Kaw Valley Division and Superintendent of Telegraph, in place of O. H. Dorrance, resigned. On application of the trustees under the first mortgage the Shawnee County (Kansas) District Court has appointed Carlos S. Greeley and Henry Vibbard Receivers.

Fairland, Franklin & Martinsville—This new company was organized as successor to the Cincinnati & Martinsville at a meeting held November 2d, when the following Directors were chosen: J. Odell, J. B. Gibson, Fairland, Indiana; Jesse Needham, Franklin, Indiana; Thomas Branigan, Brancton, Indiana; J. C. Moore, Morgantown, Indiana; W. R. Harrison, Martinsville, Indiana; J. C. McQuiston, J. W. Sherman, Indianapolis; M. E. Ingalls, G. L. Barringer, W. J. Page, Cincinnati.

Cleveland, Columbus, Cincinnati & Indianapolis—Mr. Robert Blee, Superintendent of the Columbus Division, will be hereafter Superintendent of the Columbus & Cincinnati Division. Mr. Wm. Thornburgh is appointed Train Master of the division.

Bedford, Brownstown & Madison—This company has been reorganized and the following Directors were chosen at a meeting held in Madison, Indiana, October 31st: J. A. Hargan, D. G. Phillips, Wm. Trow, R. B. Craig, J. C. Earhart, W. C.

Benton, J. A. Stillwell, W. S. Bowers, J. Parsley. The board elected J. A. Hargan President; W. C. Benton, Vice-President; Col. J. H. Sullivan, Solicitor.

Southwestern Railroad Rate Association—The officers of this association are: President, R. S. Stevens, General Manager Hannibal & St. Joseph; Secretary, J. W. Midgley, Chicago & Northwestern; Executive Committee, Hugh Riddle, Chicago, Rock Island & Pacific; R. S. Stevens, Hannibal & St. Joseph, and C. W. Mead, Missouri Pacific.

Green Bay & Minnesota—Mr. Dan. Atwood has been appointed General Freight and Passenger Agent of this company.

St. Louis, Rock Island & Chicago—The organization under the new ownership is as follows: Robert Harris, Managing Director; N. J. T. Dana, General Superintendent; W. W. Wells, Master of Transportation; George L. Carman, General Freight Agent; J. Meredith Davies, General Passenger and Ticket Agent; Walter Trumbull, Secretary; J. M. Gould, Treasurer; John P. Whitehead, Auditor; H. C. Short, Cashier.

Chicago, Burlington & Quincy—Mr. Arthur A. Hobart has been appointed Assistant General Superintendent. He has been for several years connected with the Chicago & Northwestern.

Philadelphia Newtown & New York—The bondholders who recently bought this road at foreclosure sale have organized a new company by electing P. A. B. Widener President, with the following Directors: William H. Kemble, Smith Hooper, Alfred Blaker, Cyrus Hilburn, B. J. Smith, Oliver Halcorn.

San Francisco & North Pacific—At the annual meeting, October 16th, the following Directors were chosen: Peter Donahue, E. Martin, M. Reese, I. J. Bergen, F. H. Gerdes. The board elected Peter Donahue President; M. Reese, Vice-President; E. Martin, Treasurer; P. Dougherty, Secretary.

Macon & Brunswick—Mr. J. M. Edwards having resigned the position of General Freight Agent of this road, Col. Henry M. Drane is appointed to that position, with office at Macon, Georgia, to take effect November 1st. The office of General Ticket and Passenger Agent from that date will be combined with that of

the General Freight Agent, and Col. Drane will fill the position of General Freight, Ticket, and Passenger Agent.

New Orleans & Mobile—Mr. B. Stephenson is appointed Auditor, in place of E. Young.

Pennsylvania—Mr. E. B. Taylor is appointed Superintendent of the Lewiston Division.

Sandersville & Tennille—Mr. J. I. Irwin is Superintendent and has his office at Sandersville, Georgia.

Mississippi & Tennessee—Mr. A. J. Knapp is appointed General Ticket Agent, with office in Memphis, Tennessee.

Missouri Pacific—The Board of Directors of the new company has chosen C. K. Garrison, President, and C. L. White, Secretary.

West Wisconsin—The trustees have restored possession of the road to the company, but Mr. Wm. H. Ferry is continued in charge of the road as General Manager.

Philadelphia, Germantown & Norristown—At the annual meeting in Philadelphia, November 6th, Wm. H. Hart, Wm. Harman, Richard Dale, and Henry M. Phillips were chosen Managers for three years, and John F. Gilpin for one year, to fill a vacancy. The road is leased to the Philadelphia & Reading.

Louisville, New Albany & Chicago—Mr. A. B. Southard is appointed General Agent. He has been for some time connected with the Toledo, Wabash & Western, and was formerly General Superintendent of the Detroit, Eel River & Illinois. His headquarters will be at Grand Rapids, Michigan.

Western Maryland—J. M. Hood is re-elected President and General Manager; Alexander Rieman, Vice-President; John S. Harden, Secretary and Treasurer.

Cincinnati Lafayette & Chicago—Election at Sheldon, Illinois, November 1st. Adams Earl, of Lafayette, Indiana, was elected President, Vice M. E. Ingalls, of Cincinnati; and G. Ricker, of New York, Vice-President, in place of Adams Earl.

Danbury & Norwalk—Annual meeting in Norwalk, Connecticut, October 26th. Directors chosen: Edgar S. Tweedy, Lucius P. Hoyt, David P. Nichols, Danbury, Connecticut; Orrin Benedict, Bethel,

Connecticut; James W. Hyatt, Wm. K. James, Wm. C. Street, Norwalk, Connecticut; Ambrose S. Hurlbut, Westport, Connecticut; Henry H. Hollister, Roswell P. Flower, New York. The Board elected R. P. Flower President; James W. Hyatt Vice-President; Harvey Williams, Secretary and Treasurer; John W. Bacon, Superintendent.

Central Branch Union Pacific—Annual meeting in Atchison, Kansas, October 18th. Directors chosen: Thomas Murphy, W. F. Downs, Atchison, Kansas; S. C. Pomeroy, Muscotah, Kansas; James Potter, Bridgeport, Connecticut; R. M. Pomeroy, Boston; W. C. Wetmore, C. S. Barnes, Alfred S. Barnes, Henry Day, S. S. Rowland, A. W. Greenleaf, Oliver H. Palmer, E. Nichols, New York.

Ohio Falls & Northwestern—The first Board of Directors is as follows: Wm. H. Irwin, Wm. F. Reid, Oliver H. Straton, W. H. Ongley, E. Kampfmiller, Alvin J. Stock, Frank E. Clarkson, Alexander Worrell, J. W. Robinette, Enoch Lockhart, Neville C. Wilson, David J. Conger, Samuel Cleaver.

Elmira State Line—Directors: Dr. Edwin Eldridge, R. W. Rathbone, H. D. V. Pratt, H. H. Cook, S. T. Arnot, John Arnot, A. S. Diven, F. G. Hall, M. P. Bush, F. N. Drake, S. T. Reynolds, D. S. Drake, George M. Diven. The officers are: President, F. N. Drake; Vice-President, S. T. Reynolds; Secretary, D. S. Drake; Treasurer, George M. Diven; Chief Engineer, S. M. Seymour; Assistant Engineers, Jas. W. Morris, and Fred. Leach, jr.

Indianapolis, Cincinnati & Lafayette Railroad Company, at Indianapolis, November 6th. There were 45,385 shares represented, 6,413 of which were preferred stock. Directors elected: William A. Booth, George Bliss, and C. G. Lander, of New York; Thomas H. Perkins, of Boston; M. E. Ingalls and Theodore Cook, of Cincinnati; Thomas A. Morris, of Indianapolis; Moses Fowler and William F. Reynolds, of Lafayette. The Directory elected M. E. Ingalls President, and Chas. H. Booth Secretary.

Camden & Atlantic—Annual meeting in Camden, New Jersey, October 26th. Directors elected: John Lucas, Andrew K. Hay, James B. Dayton, Enoch A. Doughty, Thomas H. Dudley, Samuel C. Cooper, George T. Da Costa, William C.

Allison, Charles D. Freeman, John F. Starr, Joshua R. Jones, William C. Houston, John A. Merritt. The board re-elected John Lucas President; D. M. Zimmerman, Secretary and Treasurer.

Great Western of Canada—At the semi-annual meeting in London, England, October 12th, Right Hon. Hugh C. E. Childers, Col. F. D. Gray, and Mr. J. W. Maclure were re-elected Directors. Messrs. John Young and Thomas Adams were re-elected Auditors.

Locomotive Tests on the Boston and Albany Railroad.

The recent trials of locomotive engines upon the Boston and Albany Railroad has excited considerable attention among railroad men, and questions have been put by them as to the peculiarities and condition of the competing engines. And we here give, as near as we can, the relative forms and proportions of the parts that are thought to bear upon the general result. One of them, the "Brown," is an ordinary mogul engine, having three pairs of driving wheels, and a single pair of guiding wheels, was built by the Rhode Island Locomotive Works, from specifications furnished by the Boston and Albany Railroad Company, and is about three years old.

The other two engines, the "Virginia" and "Adirondack," were of the ordinary eight-wheel kind, having two pairs of driving wheels, and a four wheeled truck, were built at the shop of the Boston and Albany Railroad Company, at Springfield, by Mr. Wilson Eddy, M. M., and have peculiarities long since adopted and adhered to by him. The "Virginia" was new, and the "Adirondack" about three years old. All the engines were put in complete order by parties most interested in them, and also run by men disposed to do them justice. The cylinders of all were the same size, 18x26; the driving wheels were also the same diameter, 4 ft. 6 in., except those of the "Virginia," which were 5 ft. The boilers differed in these particulars: the furnace of the "Brown" was 65½ in. long, 35 in. wide, and 56½ in. deep; tubes, 162, 2 in. diameter, and 11 ft. 10 in. long. So it will be seen that as to area of grate there were 60 square in. difference in favor of the "Brown," and 42 square ft. of flues in favor of the "Virginia" and "Adirondack." The

weight of the "Brown" is 73,600 lbs., 55,200 lbs. upon the driving wheels. The "Virginia" and "Adirondack" 67,150 lbs., and 43,000 lbs. upon the drivers.

The marked differences are in these particulars: The "Brown" has the ordinary form boiler, with steam dome and dry pipe. The "Adirondack" and "Virginia" have straight top boilers, without dome, with perforated steam pipe, throttle valve in smoke-box. The distinctive differences between these engines is thought to be in the steam ports, those of the "Brown" being 14 in. long, and 1½ in. wide; those of the others 10 in. long, and 1½ in. wide.

At the first trial on the Western Division, between the "Brown" and "Virginia," the "Brown" had valves with ¾ in. outside lap, no inside lap. On the second trial on the Eastern Division, and also the third on the Western Division, the valves of the "Brown" were changed to ¾ in. outside and 5-16 in. inside lap. The valves of the others have all along had ¾ in. lap outside, and cut out 1-16 in. lead on each end inside. The throw of valves was in both cases 5 inches.

On the first trial between the "Brown" and "Virginia," five round trips were made between Greenbush and Pittsfield, 105 full loaded line cars were taken east, and 175 (a large number of which were empty) were taken west by each engine. The fuel consumed by the "Brown" was 30,850 lbs. of coal, costing \$107.97. By the "Virginia," 23,924 lbs., costing \$83 73.

On the second trial between the "Brown" and "Adirondack," nine trips were made between Springfield and Boston, 224 cars less 24 from Worcester to Boston were taken east, and 320 less 5 from Worcester to Springfield, west by the "Brown;" and 223 east, and 307 less 3 from Worcester to Springfield west by the "Adirondack." The fuel consumed by the "Brown" was 106,150 lbs., costing \$371; by the "Adirondack," 83,090 lbs., costing \$290. The average time upon this trial was (going east) to Charlton Summit, 1 hour and 4 minutes each trip in favor of the "Adirondack;" and from Boston to same summit, 1 hour and 39 minutes in favor of the same engine.

On the third trial between the same engines, 14 round trips were made between Greenbush and Pittsfield; 317 full loaded cars were taken east and 387 west by the

"Brown;" 317 cars east and 372 west by the "Adirondack." The fuel consumed was 86,148 lbs. of coal by the "Brown," costing \$301.54; and 69 676 lbs., costing \$226.36, by the "Adirondack."

Thus it will be seen that in the 37 days' trial, the mogul burnt 225,148 lbs. of coal, costing \$790.54; Springfield engines, 176,690 lbs., costing \$600.11. In favor of the latter, 48,458 lbs., and \$190.43.

Now the question naturally arises, what has caused the difference in consumption of fuel and consequent expense? No doubt, in this particular, engineers will differ, but here it is not considered to arise from any particular feature alone, but from a combination of them, co-operating to the same end.

First, the Springfield boiler is known to be a free and liberal steamer, with ample steam room. The furnace is wider and shorter, which brings all parts of it within reach of the fireman, so that he can put the coal where he wants to, without throwing it. Then the perforated steam pipe, which takes steam from and directly over the point where it is made, is supposed to have considerable effect upon the dryness of the steam used. The throttle in the smoke-box as close as possible to the cylinders, allowing the steam to accumulate in the pipes and chest to a higher pressure, during the interval when both valves are closed, is believed to act favorably upon the economical expansion of the steam.

The smaller valves and ports are believed to be of great importance, (not that they should be unduly contracted.) "but only this." They should be large enough, for it is considered that a valve unnecessarily large will make an unnecessary friction, and will waste the difference of contents of the port at every exhaust, and will act severely upon the fire.

On the other hand, the competing engine was a mogul, with an additional pair of driving wheels and weight, with a proportional addition of friction of parts. The eccentric rods were short and gave a large addition of lead when linked up. In other respects it is so much like the ordinary standard of engines of its class, that we need not give the particulars. We here leave the engineering world to speculate upon it as they will. And no doubt much good will come of these elaborate and exhaustive trials.—*Railway Review.*

Rumors of a Strike Denied.

For some time there have been rumors of a strike among the engineers on the New York Central & Hudson River Railroad, and positive statements to that effect appeared in more than one of the New York papers. With the view of ascertaining the facts, a reporter of one of the daily papers called on the Secretary of the Hudson River division of the Brotherhood of Locomotive Engineers, who made a frank statement. He said: "The society with which our division is connected numbers over 12,000 men, and its ramifications extend all over the United States and part of Canada. The finances are in a very satisfactory condition, and were a universal strike to take place to-morrow, the men could afford to lay off for a very long time. The strike which has been going on in New Jersey is purely local. When the men of any special division strike they are supported from the central funds, in the event of their conduct being approved. In the division with which I am connected there are eighty-five members, and for a long time we have been receiving \$3.50 per hundred miles. There was a general meeting of the society in Germania Hall on the 15th instant, and not a single word was said about a strike. I am sure that at present the men are satisfied with the present wages and are most anxious to avoid collision with their employers. I can not speak for any other division of the general society, but there will be no strike among the men on this railroad, and I do not think there is the least probability of a general strike. The false statements made by some of the papers have excited a very uneasy feeling, and I am glad to have an opportunity of expressing through the columns of your paper our real position."

THE engineers and firemen on the Cairo & St. Louis Railroad struck November 1, on account of a reduction of wages. The men say they cannot live and maintain their families at the rates the Company want them to work for.

CONTRARY to the previous announcement, the fast line engines on the T. W. & W. will stop at Lafayette, and not run through from Fort Wayne to Danville.

What the Michigan Central Shareholders think of the Railroad War.

Messrs. Rufus Hatch and A. S. Peabody and others, accompanied by their counsel, Henry S. Bennett, presented a petition, signed by 454 shareholders of the Michigan Central, to President Sloan, on October 18th, demanding that Mr. Sloan, at once, institute investigations respecting the validity of the leases on which the Company have spent \$5,000,000, and which the stockholders maintain to be invalid by reason of the individual interest which the Directors of the Michigan Central had in the transactions. They also demanded that the management of the road cease the railroad war, and restore the tariff for freight and passengers.

Should the Directors of the present Board fail to commence an action to set aside the leases, and fail to cease the railroad war, by withdrawing from the great combination, these 454 shareholders, through their counsel, propose to file a bill to set aside the leases, and also bring a separate action against each Director individually, on the ground of their reckless management of the road, and illegal expenditure of its earnings. Mr. Sloan expressed himself personally as anxious and disposed to comply with the demand of the shareholders, even if it should lead to a refusal of the New York Central to take any eastward bound freight from them, which Mr. Vanderbilt had threatened to do in case they withdrew from the combination. Colonel Scott took part in an interview on the subject of breaking the combination, wherein he stated the war would never be settled except upon the mileage basis. Messrs. Vanderbilt and Sloan differed with Colonel Scott, stating that the war would never be settled on that basis even if the New York Central should go without paying dividends in order to carry it on. The following is the substance of the letter of demand embodying the petition of the shareholders to President Sloan:

"LAW OFFICE OF HENRY S. BENNETT,
No. 14 WALL STREET, NEW YORK, OCT. 18, 1876. }

"Hon. Samuel Sloan, President of the Michigan Central Railroad Company :

"DEAR SIR—I herewith present to you a communication signed by Messrs. Rufus Hatch, A. S. Peabody and more than 450 others, all of whom are shareholders in the Michigan Central Railroad Company. In this communication you and your co-directors are respectfully requested to withdraw from the ruinous competition in which the company is now involved and which is so disastrously affecting its interests as well as those of its shareholders. The shareholders whom I represent have beheld with great concern the late serious depreciation in the value of their stock, resulting from this suicidal course, and they are convinced that, unless abandoned, it must inevitably end in the utter destruction of the credit and resources of the company. Under the policy and management of your predecessors in office prior to 1872 the income of the company was protected, its liabilities were paid, the rights and interests of the public satisfactorily secured, and regular dividends earned and paid to the shareholders. Now, however, notwithstanding, the tonnage of the company has increased and its legitimate running expenses diminished, yet the stock has depreciated in market value, the credit of the company has been seriously impaired, and dividends upon the stock have ceased altogether. Even since the election of your Board the market price of the stock has fallen fully \$25 per share. The heavy liability and expense imposed upon the company by leasing of other roads are undermining its credit and draining its income, while the material reduction of rates for travel and freight is fast driving the road to insolvency. The shareholders whom I represent, therefore authorize and direct me, and the counsel associated with me to urge upon you, in their behalf, the duty of using the most expeditious and efficient measures to relieve the company from the burden and expense of these leases (which they believe to have been corruptly and illegally made), if upon an investigation, which they hereby urge you to make forthwith, there shall be found any ground whatever for maintaining the invalidity of the transactions. Certainly it is not an unreasonable request on the part of the stockholders, in view of the severe loss which these

leases have entailed upon the company, and of the doubt entertained as to their validity, that no further payment be made under them until the equities of the parties interested therein shall be judicially investigated and determined. The shareholders further authorize and direct me to ask you to restore and maintain the former rates for travel and freight, and to withdraw from any combination which has for its object any undue reduction thereof with a view to compete with other roads. This demand is made in the interest of all the shareholders of the company. They are convinced that an immediate compliance therewith is necessary for the protection of their rights and the welfare of the corporation. If you refuse or fail to comply therewith, I and my associate counsel are directed by them to employ such remedies as the courts will afford to enforce their rights and to protect the property and interests of the company.

"Your obedient servant,

"HENRY S. BENNETT.

"Attorney for 454 shareholders of the
"Michigan Central Railroad Company."

This demand to withdraw from the ruinous war that has been in progress so long, is truly a wise action. It can be clearly seen that not alone do the stockholders suffer from inability of the road to pay dividends, but the employe must suffer a reduction in pay, and even wait for months before he can get it.

The Strike on the New Jersey Central.

The strike on the New Jersey Central, which occurred on the 24th of October, was the cause of unusual comment among railway men. On the first of August the Company notified the men that a reduction of ten per cent. would be made in their pay; but after a committee of firemen and engineers waited on Col. Ricker, the Superintendent, it was agreed the reduction should not be made, and in case any such reduction should take place, due notice would be given. Everything went on smoothly until the pay-car came, on the 21st of October, and the men went to sign the pay-roll, when, to their surprise, they found the Company had refused to pay them for their over-time, which made

a difference to them of from \$3.00 to \$23.00 per month. The reduction was wholly discountenanced at Phillipsburg and Easton, following, as it did, the reduction made on the doubling trains between Phillipsburg and Hampton.

A committee was appointed by the engineers to wait upon Mr. Knight, the President of the road, and adjust the difficulty. The committee accordingly went to New York to see the President, but were not able to obtain an interview. Next the firemen sent a committee, but they were snubbed also. There was, of course, nothing left for them to do but accept the Company's order to work over-time without compensation, or to quit work. A meeting of the Brotherhood was held at Phillipsburg, where their grievances were discussed among themselves, and it was agreed to quit work, as they could not get their pay for their extra work, nor were they even so much as granted an interview with the officers of the Company, so as to settle the matter by arbitration. The committee notified Superintendent Ricker at 9 o'clock, that at 12 (midnight) all engines would be stopped at such points as they happened to be at; their fires withdrawn, and the engines left in a safe condition. Col. Ricker asked that three days' notice be given him, but the men would give no further notice, as none had been given them as to their reduction of pay. When 12 o'clock came, every engine on the New Jersey Central, and all its branches, came to a standstill, and, as per notification, fires withdrawn and abandoned. There were but two passenger trains on the road at the time, and the passengers of one of the trains were transferred to another road. Two trains were pulled out on the following day—one by the Master Mechanic and the other by his assistant. One of these trains met with a serious accident, which resulted in the killing of three persons and the wounding of many others. The

engineers' committee received a telegram from Jersey City to the effect that Col. Kane, one of the Directors, would come to Phillipsburg to arrange matters. The committee answered and said they did not want to see Col. Kane, and that President Knight was the proper person to settle the difficulty. The committee were then invited to meet Mr. Knight in New York, but replied that they had went to New York several times to see Mr. Knight, and he would not receive them, and if he wished to confer with them he must come to Phillipsburg. Superintendent Ricker and Chief Engineer Moore, from New York, and President Knight with President Comly, of the North Pennsylvania Railroad, from Philadelphia, arrived in Phillipsburg at about 11:15 on the morning of the 25th. They met at the Central office, and sent a request to the Brotherhood, at their rooms, that the committees of engineers and firemen meet them there. The committees respectfully invited them to their rooms over the Belvidere Delaware Depot, and in response to which Mr. Knight and the other officers made their appearance and were kindly received. The conference lasted until 5 o'clock, when the following was agreed to by the officers of the road:

To the President of the Central Railroad of New Jersey:

We, the undersigned, a committee representing the locomotive engineers in your employ, most respectfully submit the following propositions:

First—On and after October, 1876, the rate of wages of all engineers who have been in the employ of the company for a term of two years shall be \$90 per month for 2,600 miles or less. All miles run to exceed 2,600 shall be paid for *pro rata*, except coal and freight on the Lehigh and Susquehanna Division, which shall be 2,080 miles per month, or eighty miles per day at the same rate per month.

Second—All firemen promoted by the company to the position of engineer, for the first year shall receive \$75 per month

for the same services, and *pro rata* for extra mileage.

Third—For the second year they shall receive \$85 per month, and *pro rata* for extra mileage.

Fourth—The oldest engineers in the service of the company to have the preference of engines and trains, when competent and worthy, and, in case of a surplus, the oldest in the service to have the preference of work. To avoid any further trouble on the Central Railroad of New Jersey, between the company and its engineers, or that any engineer be discharged on account of participating in this trouble, the proper officer shall receive a committee of engineers and arbitrate all difficulties.

COMMITTEE.

The above propositions accepted,

E. C. KNIGHT.

President C. R. R. of New Jersey.

October 24, 1876.

The agreement with the firemen, also signed by Mr. Knight, was similar to the above, differing only in the amounts. The firemen are to receive \$55 per month for 2,600 miles or less traveled, and in proportion for extra miles beyond the 2,600, excepting on the Lehigh and Susquehanna branch, where they are to be paid \$60 per month for 2,080 miles or less, and in proportion for each mile over that distance.

The conference was very quiet and orderly and the representatives of both parties treated each other with the utmost respect. There was no spirit of bravado shown by the employees, yet they were firm in their demands for right and justice. Mr. Knight was very pleasant, and expressed his regret that the men deemed it necessary to quit work at such short notice, and he was sorry that the company, in its present financial condition, was unable to do better for the men. After the agreement was signed and Mr. Knight was about leaving, he said: "Now, boys, I don't want to see any more trouble on the road." The answer was almost spontaneous: "Well, you won't if we can help it." After shaking hands with nearly all the engineers and firemen present, Mr.

Knight left, and the men departed for their homes to get ready to commence work after an eighteen hours' rest.

Several prominent railway journals have very unjustly accused the strikers of throwing the passenger train from the track, which was the cause of several persons losing their lives. We will state in behalf of the Brotherhood of Locomotive Firemen that they encourage nothing of the kind, and we also have good authority for stating that the Engineers' Brotherhood denounce all such action. To be frank about the matter, the two trains were put in the hands of men incompetent to run them, and, beyond doubt, the accident was caused by the train men of the first train failing to place the switch in its proper position, and is but a fair illustration of the way unreliable men attend to their business.

Railway Society Conventions.

The International Grand Division of the Brotherhood of Locomotive Engineers held its annual session in Detroit, October 18th. Mayor Lewis delivered the address of welcome, which was responded to by C. Wellington, T. G. A. E.

RAILROAD CONDUCTORS' LIFE INSURANCE ASSOCIATION.—The annual convention was held in Detroit, October 26th, 53 delegates being present. The annual address was delivered by Mr. W. S. Sears, of the Lake Shore & Michigan Southern. The President's address was omitted, President Seymour being prevented by illness from attending. The Executive Committee reported that the total receipts of the expense fund for the year were \$3,889, and expenditures \$2,689, leaving a balance now on hand of \$1,200. The total amount of benefits paid during the year was \$22,500, and since the organization \$757,250. The largest amount of benefits paid for the year was \$1,421, the smallest \$1,167, and the average \$1,327. The average amount of benefits paid since the organization was \$2,667. The whole number of membership certificates issued since the organization has been 6,174, of which 2,926 have been forfeited, and 1,450 surrendered or withdrawn. During the whole time there

have died 118 passenger and 54 freight conductors; been killed, 19 passenger and 61 freight; and disabled, 15 passenger and 21 freight conductors, leaving a present membership of 1,470. During the past year 25 members withdrew, and 85 proved delinquent. The accident list read as follows: Died, passenger 10, freight 1; killed, passenger 0, freight 3; disabled, passenger 2, freight 1. The affairs of the association have been conducted as economically as possible. The law-suits against the association have all been decided in its favor. At the close of the first day's proceedings a joint social meeting was held with the delegates to the convention of the Brotherhood of Locomotive Engineers, then in session. On the second day action was taken on some amendments to the constitution, all of minor importance. The annual election of officers took place, and Mr. J. W. Seymour, Illinois Central, was appointed to deliver the annual address to the next convention. The convention then adjourned.

RAILWAY PASSENGER AND FREIGHT CONDUCTORS' MUTUAL AID AND BENEVOLENT ASSOCIATION.—The annual meeting of this association was held in Chicago, October 12th, delegates from all the branches being present. The annual address, reviewing the progress of railroads was delivered by Mr. W. S. Sears, of the Lake Shore & Michigan Southern Railroad. After some discussion the limit of membership was placed at 1,050, and the annual assessment was raised from \$1 to \$2.50 for each member. Several amendments to the constitution were submitted and discussed. One, which was adopted, provides for an auxiliary association of 500 members, who shall have many of the privileges of full members and from whom, in the order of seniority, vacancies in the regular membership shall be filled. Some minor changes were referred to the Board of Directors, with power. Mr. J. D. Dunning, of St. Louis, was chosen to deliver the annual address next year. After electing officers, the association adjourned to meet again in Chicago next October.

CAR ACCOUNTANTS' CONVENTION.—A convention of railroad car accountants was held in Cleveland, Ohio, October 17th. There were present representatives of 56 railroads and fast freight lines, including nearly all the trunk lines and the more important freight lines. Mr. H. F.

Curd, of the Louisville & Nashville, was chosen chairman and Mr. F. M. Luce, of the Chicago & Northwestern, Secretary. Each delegate gave an account of the system of keeping car and mileage accounts on his line, the object of the convention being to prepare the way for the adoption of a uniform system which shall be acceptable to all parties. The proceedings are said to have been very interesting, and good progress has been made toward the attainment of the very desirable object of the meeting.

RAILWAY MAIL SERVICE MUTUAL BENEFIT ASSOCIATION.—The annual meeting of this association was held in St. Louis, October 12th. The President, Mr. A. J. Miller, made an address setting forth the objects and benefits of the association. There were at the close of the year 1,055 members and a balance of \$1,850.59 in the treasury. During the last year about \$4,000 had been paid in assessments, and the same amount paid out to the representatives of seven deceased members. The meeting was afterward addressed by all the members of the Railway Mail Service Commission, who were then in the city. The rest of the proceedings were of the usual routine character.

The annual meeting of the Conductors' Brotherhood commenced in Omaha on the 8th instant.

TO FIND the heating surface in the tubes of locomotive boilers, multiply the circumference of one tube in inches by its length in inches; multiply that product by the whole number of tubes in inches, and divide this product by 144, which will give the heating surface in the tubes in square feet.

BOILERS should never be blown out while hot, as the plates, flues, and braces retain sufficient heat to bake the deposits of mud into a hard scale, that becomes finally attached to their surface.

THE total locomotive mileage on the Missouri, Kansas & Texas Railroad, for the month of September, including switching and work-train engines, was 218,645 miles. The cost of switching and work-train engines is charged one-third to passenger and two-thirds to freight.

[For the B. of L. F. Magazine.]

HEAVEN.

BY MRS. HELEN SCOTT.

"This world's *not* all a fleeting show,
For man's delusion given ;"
He that soothed a widow's woe,
Or wiped an orphan's tear, doth know
There's something here of heaven.

And he that walks life's thorny way
With feelings calm and even—
Whose path is lit from day to day
By virtue's bright and steady ray,
Hath something felt of heaven.

He that the Christian course hath run,
And all his foes forgiven,
Who measures out life's little span
In love to God and love to man,
On earth hath tasted heaven.

Accidents.

On the 5th of October, the Express train bound east, on the Great Western road, met with a serious accident near Princetown, Ont., which resulted in the killing of Wm Cooper, engineer; D. A. Irving, fireman; H. Andrews, express messenger, and an unknown man who was in the baggage car at the time of the accident. The accident was caused by the breaking of one of the wheels of the tender.

On the night of the 16th of October, the engine, baggage, smoking and one passenger car of the west-bound train on the Erie road, were thrown from the track by striking a horse, near Genessee. Engineer Clark was killed, and the fireman, a brakeman, and a tramp, were badly injured.

On the morning of the 6th of October, the special train from the soldiers' re-union at Indianapolis, on the Indianapolis, Cincinnati & Lafayette road, collided with a freight train six miles east of Greensburg, seriously injuring Conductor Allen and several passengers.

On the night of the 23d of October, section 3 of the Centennial train on the New York Midland road, run into No. 2, near Middletown, killing one passenger and seriously injuring six others. The engine and one passenger car were wrecked, and two passenger cars thrown down an embankment sixty feet.

On the 6th of October, two freight trains on the New Orleans & Jackson road collided, eight miles from New Orleans. Eleven of the cars, loaded with matches, powder and oil, were blown to pieces and burned. One brakeman hurt.

At Louisville, on the 21st of October, while making a coupling, Wm. Norton, a brakeman on the Louisville, Cincinnati & Lexington Short Line, was crushed to death.

On the 21st of October, the down freight on the Cheshire road was run into by an engine going up, about five miles from Keene, N. H., killing Lewis Phillips, fireman and Henry M. Staples, engineer.

On the 21st of October, at Toledo, John Gorstroke, a brakeman on the Lake Shore road, while attempting to get on a pony engine while in motion, missed his footing and fell, the engine passing over his right leg.

On the 27th of October, a freight train on the New Jersey Midland road fell through the trestle at Hawthorne, blocking the road at that point. The engine and tender went down first, and the freight cars followed. The westward-bound Erie trains were compelled to go by way of Piermont and Saffon. The eastward trains, west of the disaster, were emptied, and their passengers transferred to a train sent from Paterson. The fireman, engineer and three brakemen were badly hurt.

On the 2d of November, Nellis Neilson, a laborer in the shop of the Union Pacific, at Omaha, while adjusting a belt, was caught by it and dashed to the ceiling, instantly killing him.

On the 3d of November at New Orleans, Mathew Moynhan, aged nine years, while attempting to board a moving train, fell under a car and was killed.

On the St. Joseph & Denver City road some days ago, a freight train broke through a culvert, wrecking eleven cars and killing some forty head of cattle.

October 28th, an engine and four box cars of the Peoria, Pekin & Jacksonville Railroad were ditched, and the cars badly wrecked, near Jacksonville, Illinois, by the misplacement of a switch.

On the morning of November 5th, a collision occurred on the New Orleans,

Chicago & St. Louis Railroad at West Station, Mississippi, between the northern mail train and a freight train. Both engines were badly smashed. No lives were lost.

A passenger train going west on the Ohio & Mississippi Railroad collided with a freight train, November 4th, near Sholes, Indiana, killing Engineer Scott and Fireman Keifer.

A passenger train and a freight on the Union Pacific Railroad collided near Fremont, Nebraska, November 1st. Engineer Duncan, of the passenger train, jumped from the engine and struck on his head on a tie and was very seriously injured. Both engines were badly wrecked.

A train on the Kansas City, St. Joseph & Council Bluffs road, November 3d, backed into a freight train of the Chicago & Northwestern at Council Bluffs. The St. Joe baggage car struck the tank of the Chicago & Northwestern engine, burst a hole in it, threw a car of wool off the track, and smashed up the platform and truck of the baggage car. No person was injured.

Mr. Halstead, Superintendent of the Delaware, Lackawanna & Western Railroad, in an official report of the recent disaster on that road, where a coal train ran into the rear of a crowded passenger train standing at a station, reports three persons dead and thirteen injured, two seriously.

Owing to a misplaced switch on the South Shore Railroad at East Braintree, Massachusetts, November 2d, an express train from Boston struck the rear of the South Shore local freight train standing at that station, damaging the engine and freight cars to the amount of \$1,500. Daniel Leary, a brakeman, jumped from the passenger train, and was fatally injured. The fireman of the passenger engine was slightly injured.

A boiler of a locomotive on the Alexandria, Manassas & Orange Railroad exploded at Abingdon, October 31st, killing the fireman, J. W. Jetter, and the engineer, Robert Wilson. Gordon Ragna, a youth, was badly scalded. This was the first trip of the fireman and engineer. All the window glass in the neighborhood was broken. The steam gauge when found indicated a pressure on the register of 160 pounds.

A bad accident occurred on the Memphis & Little Rock Railroad, on the night of November 4th, near Edmundson, caused by the forward truck of a sleeping-car dropping down, and throwing it over a trestle, pulling the next car off with it. One passenger was killed, an infant fatally injured, and several other persons more or less hurt.

Some unknown scoundrels turned a switch on the Cincinnati, Hamilton & Indianapolis Railroad at Brownsville, Indiana, November 6th, and locked it, while a freight train was coming rapidly down grade around a curve. The entire train ran off the track and down the embankment. It was composed of twenty-three loaded freight cars, and several of them were wrecked. Ben Zahn, the engineer, was covered with debris, but escaped with slight injuries. John Kelly, the fireman, was buried in the earth, so that he had to be dug out.

A serious accident occurred near Pewee Valley Station, on the Louisville, Cincinnati & Lexington Short-Line Railroad, November 4th.

A serious accident occurred on the North Pennsylvania and Lehigh Valley line, on the night of November 1st, to the regular express which left Philadelphia at 8:30 p. m. The train was composed of four Pullman sleepers, four day coaches, two baggage cars, a smoking car, and two engines. When nine miles from Bethlehem, Pennsylvania an axle under the foremost sleeper broke and threw the car from the track and into a ledge of rocks. The car careened to the opposite side, turned over and landed upon its side, the next car following and crushing into the other. There were believed to be eighteen passengers in the car, two of whom were killed and the porter and one brakeman. Several others were more or less injured. The colored porter and baggageman rushed to the platform, and were either thrown off or jumped and were caught under the wheels and instantly killed.

At 4 o'clock on the afternoon of November 11th, there was a large crowd of passengers standing on the New Jersey Central Railroad Depot, at Communipaw, waiting for trains. They were astonished to see a train of nine cars coming into the depot at the rate of twenty-five miles per hour, and before they could fairly understand why the engineer was whistling

in an excited manner for brakes to be down, it dashed down the south track, and went through the freight office with a terrible crash, plunging into the river. The engineer and fireman jumped from the engine, one from each side before reaching the freight office. The engineer was picked up insensible. The fireman escaped with minor injuries. The engine and tender carried away the bumper at the end of the track, and the framework of the office was not strong enough to stop its progress. The engine went off on the other side of the buildings, plunging into the water used for laying up ferry-boats, a ferry-boat which was in the dock being forced out of its position by the shock. The engine and tender were submerged at once in over twenty feet of water. Engineer Peters was the only one seriously injured. The train was a Philadelphia one, due at the depot at 4:10 p. m., and was crowded with passengers. The engine, No. 45, was one of the fastest on the road, and it is thought that the engineer tried to put on the air-brakes just before entering the depot, and finding that they would not work, he blew the whistle for the brakemen to apply the ordinary brakes, but either too late to avert the accident or the whistling was misunderstood by the train-gang.

Jas. Daly, while walking on the track of the New York and New England Railroad, near Readville, Mass., on November 1st, was struck by an engine and received injuries which resulted fatally.

A construction train on the Columbus & Toledo Railroad ran into a stock train on the Cleveland Short Line at the crossing at Delaware, October 29. There is yet no signal station at that point, and as the stock train was crossing the Toledo track, the engine of the construction train ran into it broadside. The engine of the latter was thrown from the track, together with several cars, and the engine badly damaged. Conductor Wendell was cut somewhat, engineer John Hammill was slightly injured, and the fireman was badly shaken up, but not seriously hurt.

The north-bound local passenger train on the Pennsylvania Railroad was wrecked, November 2, south of Linden depot, by running into two freight cars detached from a preceding train and left standing on the track. The locomotive turned upside down. The first passenger car ran

over it and split in two, and the freight cars were demolished. Jacob Elliston a brakeman, was buried under the locomotive and received probably fatal injuries. A fireman named Vanderwater has a severe scalp wound. Several others were slightly injured. The freight train had no bell-rope and the fog prevented the engineer from seeing the detached cars in time to prevent the collision.

At Indianapolis, on the 12th of November, J. L. Cobb, of Palestine, Ind., was run over and killed by a switch engine. He jumped from an out-going passenger train on the Junction road and was run over by an engine on the track of another road.

We find the following in the Fort Wayne, (Ind.), *Daily News*:

TO THE EDITOR OF THE NEWS:—I see, by looking in your daily paper, my name spoken of as a visitor to your beautiful city. So I am, and I must say that it is as thriving a city as I have seen since I left my own State, the State of New York. Your different railroads that run in here exceed any that I have seen. Your beautiful machine shops are a credit to your city, and I must say that the locomotives are the neatest and finest I have ever seen. I see the engineers and firemen on their engines with such interest that the railroad officials can look upon them as a body of men that respect their situations as well as the company that they work for. It shows to me, as a fireman that has fired, that these noble engineers and firemen are not only working for their wages, but to gain a higher and better promotion. Where is there a body of men, to-day, that has or gets less rest than the poor engineers and firemen? He has to be ready at a moment's warning, and away they go, leaving behind them their nearest and dearest friends, not knowing whether they will ever see them alive again or not, until they return. O, the weary dead hours of night that they are on duty. There are few that know the responsibility that lays on their shoulders when the public depend on the safety of them to run their passengers and freights over the different roads. We belong to an organization called the Brotherhood of Locomotive Firemen.

We are trying to elevate ourselves in the eyes of railroad corporations as a body

of firemen that are trying to help themselves by their industry to a higher and better promotion. To be sure our laws are few and stringent. Benevolence, Sobriety, and Industry is our motto, and when a railroad official looks at us as such, prosperity is with us wherever we go. We have an insurance, which is our great protection. We bury the dead, take care of the widows and orphans, and are trying to look after the welfare of ourselves and the support of our families.

Hoping that all good firemen will aid and join us in the noble work that we are trying to carry out in this noble queen of the land, I remain yours fraternally,

A BROTHER.

Starting Reversing Engines.

At the last meeting of the British Science Society, a short paper on an "Engine for starting large reversing engines," illustrated by a large working model, was read by Mr. A. B. Brown, mechanical engineer, Edinburgh. The principal feature of this engine consisted of a combination of steam and hydraulic cylinders controlled by automatic valve-gear, which enables the engineer to reverse the largest engines, without assistance, in a few seconds. This is accomplished by the lever, which opens and closes the steam and hydraulic valves, being hung partly on the reversing lever, and its other extremity on the weigh-shaft lever, so that any motion given to it and the valves by the engineer in one direction is counteracted by the movement of the weigh-shaft lever to which the links of the marine engine are attached. In this way these links follow the motion of the reversing lever and are locked fast at any degree of expansion in the quadrant.

Mr. J. G. SANGER, the engineer on the Indianapolis, Bloomington and Western road, who died quite suddenly a few days since, at Champaign, Ill., was a prominent member of the Locomotive Brotherhood, and his estate will receive from this association \$2,250 on his insurance policy.

THE ANSWER TO JIM BLUDSO.

—
BY A DISGUSTED ENGINEER.
—

I've read that secret about Bludso,
Who run the Prairie Belle,
Whether him or the man that wrote it
Was the biggest fool I can't tell.
But there's one thing that's dead certain,
The fellow who spun the yarn
Knows more about hay-stacks than
smoke-stacks;
And I think that he'd better larn
Before writing of boats and engines
And engineer's work and the like,
A safety-valve from a throttle,
New York slang from Pike;
And as for a couple of wives or so,
And things as bad or worse,
I hold these are private matters
And not fit subjects for verse.

What I look at is the foolishness
That he puts in an engineer's lips,
About "holding her nozzle agin' the bank,"
And the way that he passed in his chips.
Does he think that a greaser uses a pole
To poke a steamer along?
Don't he know that an engine'll go herself
If you open the throttle strong?

A man that runs on the Mississipp'
Has trouble and worry enough,
Without being saddled after he's dead
With a lot of disgusting stuff; [him
Why a fellow that didn't know more than
He couldn't have held a place [scows,
On a "wheelbarrow" boat to tow coal-
Much more on a packet to race.

If he had "seen his duty" at all,
He'd have known that he could do more
By letting up on that "yelling" of his
And helping the others ashore.
But if he was such a dod rotted ass
As to stay and be cooked that night,
I know what a Pike County verdict would be,
'Twould be "served the derned fool just
right."

The Noble Fireman.

The flutter of a tiny scarlet dress, the gleams of golden curls, the glimpse of a white face and dimpled hands as the baby girl ran along the track, stumbling now and then over the timbers that were so huge to her toddling feet. She had slipped out of the gate when no one was

watching, and was running down the road after her father, whom she had watched going to the train. She heard the noise of the locomotive and the long, rumbling train of cars, and as they gained on her, she ran faster and faster. She was very frightened, and yet she could not stop, for on either side was the steep embankment, and she dare not jump even if her childish reason had taught her, her only hope of escape. In a moment the iron wheels would tangle in her golden curls, and blot out the sweetness from her pure young face, and the life from her fragile form. Faster and faster the train came, and the hot breath of the engine beat upon her out-stretched hand, and kissed the blanched cheek with the kiss of death. There was no hope of relief, no saviour, no retreat, no arm that could save. On either side was the yawning depth, before, nothing but the straight lines of gleaming iron, and behind, the terrible death, the heavy wheels that would tear and mash the frail body and young life. A second, an instant more, and the baby would prattle never again, would smile no more in its mother's face, nor kneel at its father's knee; a moment more and the sunshine and brightness of some home would be blotted out. The engineer caught the glimpse of the little one, and his heart stopped its wonted beating. The strong body trembled, and his hand flew to the throttle. But too late would have been the slackening of the train. There was no hope. In a moment, through the open window dashed a man, caught the baby girl from under the wheel, and fell down the steep, clasping her to his breast.

The train backed to the spot. On the white frosty ground there was a dark blot. Amid the dry rank grass a man lay breathing in hard hoarse breaths that shook his frame, and made the bearded lips tremble with pain. His hair was damp with the moisture of agony, and the drops stood large on his brow, but

still clasped closely to his breast was the baby. Her curls were covered by his strong hands as he had sheltered her head from danger, and her tiny arms were locked about his neck. She was saved, but he was dying. Soft, womanly hands raised his head, and it rested on the breast of the mother whose child he had given his life for, and tears of pity and regret fell fast on the poor, soiled face that was whitening in death. He was in such agony that he could not be removed, and they watched him quietly, silently, as the last moments wore away. He was wandering in his mind, and he tried to talk, brokenly, faintly at last, but stronger as memories of home gathered clearer and brighter. "Mother, I am so tired; kiss me." "He hasn't any mother, ma'am," whispered the engineer. "He was taken out of an orphan's asylum." "Mother, where is little Alice? Let me hold her." Then glaring wildly around he cried, "Let me hold her in my arms." They put the baby, whose life he had saved, on his breast, and she smoothed his hair and pressed her soft face to his. "Let us go to sleep, Alice, I am so tired. Kiss us good night, mother."

The lady bent over him and tenderly pressed the poor pleading lips, and whispered as lovingly as she would to her own child, "Now I lay me down to sleep." The heavy lids were lifted from the eyes whence the light was fast fading. The man listened for a moment, and then, as if roused by his boyhood's prayer, with the exquisitely hopeful petition, "I pray Thee, Lord, my soul to keep," closed his eyes and clasped closer the baby sister he fondly believed he held, and fell asleep to wake no more on earth.

He was a hero, though no knightly list may ever know his name. He had a noble, brave, pure soul, that the rough life and bruised, maimed body fell away from and left clean and white for the Mas-

ter's blessing. He gave his life willingly, and the Savior, who died that we might live, accepts the deed and the whispered prayer and crowns him amid the throng that gather about the throne.

There was none left of his family to grieve, none to bear his name, none to say he was "flesh of my flesh and blood of my blood." But the saddened, thankful father and mother, with a rebaptism of prayer and tears, changed their child's name, and henceforth she will be known by that which he was wont to be called, and his memory will be treasured through all life. Say not that the ages of long ago held all the brave and worthy—the grand in life and deed. No country, no nation has a name more radiant than that of the poor fireman who gave the best he had, his life, for another. R.

How an Engineer "Let Her Out a Little" as he Prayed.

"Hicket," in the *Boston Watchman*, says: "Not long ago an engineer brought his train to a stand at a little Massachusetts village where the passengers had five minutes for lunch. A lady came along the platform and said: 'The conductor tells me the trains at the junction in P. leave fifteen minutes before our arrival. It is Saturday night; that is the last train; I have a very sick child in the car, and no money for a hotel, and none for a private conveyance for the long, long journey into the country. What shall I do?'"

"Well," said the engineer, "I wish I could tell you."

"Would it be possible for you to hurry a little?" said the anxious, tearful mother.

"No madam, I have the time table, and the rules say I must run by it."

She turned sorrowfully away, leaving the bronzed face of the engineer wet with tears. Presently she returned, and said: "Are you a Christian?"

"I trust I am," was the reply.

"Will you pray with me that the Lord may in some way detain the train at the junction?"

"Why, yes, I will pray with you, but I have not much faith."

Just then the conductor cried "all aboard." The poor woman hurried back to her deformed and sick child, and away went the train climbing the grade.

"Somehow," said the engineer, everything worked to a charm. As I prayed I couldn't help letting my engine out just a little. We hardly stopped at the first station, people got off and on with such wonderful alacrity, the conductor's lantern was in the air in a half a minute, and then away again. Once over the summit, it was dreadful easy to give her a little more, as I prayed, till she seemed to shoot through the air like an arrow. Somehow I couldn't hold her, knowing I had the road, so we dashed up to the junction six minutes ahead of time."

There stood the other train and the conductor with the lantern in his hand. "Well," said he, "will you tell me what I am waiting here for? Somehow I felt that I must wait for your coming to-night, but I don't know why." "I guess," said the brother conductor, "it is for the woman with her sick child, dreadfully anxious to get home this Saturday night."

ITEMS OF INTEREST.

It is rumored that the Dayton Short Line intend taking up the rails of their road between Dayton and Cincinnati, and run their cars over the Cincinnati, Hamilton & Dayton road. In such case an extra rail will be laid over the latter road.

The Atlantic & Great Western shops, at Galion O., have about completed the building of a new engine, to be called the No. 1. It will be used as a switch engine in the company's yards at Dayton, and the

firemen on the road are all wondering who will be the lucky man.

The pay-car of the Cincinnati, Hamilton & Dayton road passed over the road about the 1st of October and paid the men for September, which still leaves them one month in arrears.

Dan Russell, a fireman on the A. & G. W. road, has built a complete stationary engine of a very small size, which is on exhibition at the Master Mechanic's office at Galion. It is a very neat piece of workmanship, and does the builder credit.

The Baldwin Locomotive Works have completed their four thousandth locomotive since 1831, which is the largest number manufactured by any one firm in the world. A short time since the London & Northwestern Railway Works at Crew, England, turned out their two thousandth locomotive. This is but one-half the number of the Baldwin Works, which gives the banner to the latter.

The Pennsylvania Railroad shops, at Altoona, employ over 2,000 men.

The Baldwin Locomotive Works turn out three locomotives a day, and employ 3,056 men.

Engineers on Indianapolis lines, where they are paid on the mileage basis, receive an average pay of \$2.35 per day.

The railroad at Sherman, Wyoming Territory, is said to reach the highest elevation on this continent. It is at an elevation of 8,242 feet above tide water, and one mile and one-half above the water in Narragansett Bay.

The railroad men of Columbus have a reading room, which is open from 9 a. m. to 9 p. m., to which all railway men are invited. This is what railway men need in every city. Since the opening of this place a large number have availed themselves of the privileges of the room.

The Indianapolis & Peru road has determined to burn coal exclusively in their

engines hereafter, and the necessary changes in the engines are to be made as fast as possible. No more wood will be bought for fuel. There are 28 engines to be altered.

The President of the Louisville & Nashville road, in his annual report, states that the affairs of the company are in a better condition than at any time since the panic. The road is operated at 60 per cent. of its gross earnings, and with a continuance of its present volume of business will be able to declare a dividend the coming year.

It is said the Pittsburg, Cincinnati & St. Louis Railroad have, since November 1st, ceased to charge the arbitrary rates of two cents per one hundred pounds heretofore charged on all freight over the Steubenville bridge.

The Annapolis & Elk Ridge Railroad is to build a new depot in Annapolis, Maryland.

Surveys are being made for an extension of the Hastings & Dakota Railroad from its present terminus at Glencoe, Minnesota, westward to Granite Falls.

The repair shops of the Indianapolis, Cincinnati & Lafayette Railroad have been transferred from Indianapolis to Cincinnati.

Daniel Torrance and John King, jr., were, on the 17th of November, appointed Receivers of the Ohio & Mississippi Railway, by Judge Gusham, on a petition filed in the Circuit Court for the Southern District of Indiana. The Court ordered the payment of the employes out of the first earnings, and gave the Receivers the usual authority to operate and maintain the road.

"Clara Uply, train smasher," is the way she registered at a hotel. Clara had been a telegraph operator in a Pennsylvania railroad office, and through some neglect of hers two trains came together.

A SYSTEM of electric railway signals, invented by a Mr. Conklin, of New York, is well spoken of by some competent judges. It requires but a single wire at the side of the track, and the passage of the engine over the connection sets the signal at the side and restores the one last past to its usual position, so that the engineer of the following train can tell whether the first train has left the section between the two signals. The signal dials turn on the pivots, instead of being lifted into position, as in other systems, thus requiring but a small battery, it is not liable to get out of order, and the running expenses would be but trifling. It has been in use some months at the Harlem Depot.

An English paper says: "An apparatus for superseding hand labor in laying fog-signals was lately tried on the line of railway at Ormskirk, and pronounced very satisfactory. Ropes were attached to the distant signal, and joined to the apparatus, by which means it could be worked in conjunction with this signal from the point-box. The machine was placed on the line perfectly clear of obstruction. Directly the ordinary signal was worked, the fog-signal shot forth from the machine on to the line. A train passed and exploded it, after which the ordinary signal was again worked, withdrawing from the line the exploded signal, and replacing a fresh one."

To FIND the size of piston and valve-rod packing, measure the piston or valve-rod; then measure the stem of the stuffing-box, and divide the difference between them by two.

THE earnings of the Louisville & Nashville road for October were \$540,097.

EARNINGS of the Atchison, Topeka & Santa Fe road for October were \$285,088.

LOCOMOTIVE FIREMEN'S

Monthly Magazine*DAYTON, O., DECEMBER, 1876.*

☛ All communications to the **MAGAZINE** should be addressed to W. N. Sayre, G. S. & T., B. of L. F., No. 460 N. Delaware street, Indianapolis. All subscriptions and business letters must be addressed to I. J. Bennett, B. of L. F. M., Dayton, Ohio.

Each Lodge should appoint at least one **MAGAZINE Agent**, whose duty it shall be to solicit as many subscribers as possible. All changes of officers should be reported to the **MAGAZINE**, so that the list may appear correctly.

A few advertisements of an acceptable nature will be inserted in the **MAGAZINE**.

NOTICE.—Lodges requiring blank forms for Black Lists or Traveling Cards (new form) will apply to G. S. & T.

MEMBERS of Subordinate Lodges are requested to forward to the Secretary's office the name or names of all good locomotive firemen, in order that he may establish Lodges.

INFORMATION WANTED.—Any one knowing the whereabouts of Brother Albert O'Connell will confer a favor on his lodge by sending his address to No. 14.

We report Brothers Campbell, Delaney, and Gorman recovered in health, having been quite ill while at the convention, and express our sympathies with Brother Yopst of Lodge No. 42, who did not meet with us, having been taken down sick on his way to St. Louis.

BALL.—Bloomington Lodge No. 40, at Bloomington, Illinois, gave their first ball of the season, November 21st.

Wages, Miles, Etc.

The St. Louis, Iron Mountain & Southern, North Division, 180 miles in length—Pay on freight engines for firemen, \$4.14 or \$8.28 round trip; on passenger engines, \$3.11 or \$6.22 round trip.

South Division, 145 miles in length—Freight firemen, \$3.33 or \$6.66 round trip; passenger firemen, \$2.50 or \$5.00 round trip.

Roger and Grant (wood burning) engines used principally. Time on freight, 15 miles per hour; passenger, about 22½ miles per hour.

The Atlantic & Great Western Railroad is divided into four divisions, and four branches, as follows: First Division, Salamanca to Meadville, 102 miles; Meadville to Kent, 90; Kent to Galion, 96; Galion to Dayton, 105; Mahoning Branch, 88; Franklin Branch, 36; Miles and New Lisbon Branch, 33; Vienna Branch 8.

Engines mostly Roger, Jersey City, and Danforth & Cook. Pay of firemen \$2 per day on the main line, and same when doubling the branches. This company's cars are hauled on 4 feet 9 inches gauge trucks from Cincinnati to Dayton, Ohio, and there, by the use of the patent hoist, are placed on 6 feet 9 inches gauge trucks.

At a recent meeting of Champion Lodge, Detroit, the Lodge was presented with a beautiful motto, by Miss Jennie Hart. It was a handsome present, of which every brother of No. 29 has a right, as they do, to feel proud of. The following resolutions of thanks were adopted:

WHEREAS, This Lodge has been the recipient of a beautiful motto entitled "Forget Me Not," from Miss Jennie, sister of Bro. Thomas Hart; therefore,

Resolved, That we, as a body, tender her our best wishes, and that we will "forget her not."

Resolved, That a copy of these resolutions be sent to Miss Hart, and also to the Firemen's **MAGAZINE** for publication.

FRANK CLARK, *Rec. Sec'y.*

WE are sorry to record the death of Brother John Huff, of Erie Lodge No. 2. He was an earnest worker and beloved by all his associates and brothers. We would ask that each brother take into deep consideration the importance of making some provision for those that we leave behind us. Our insurance department provides that want which will assist the widow and the little ones we leave, and never in too good circumstances. Let all join our insurance, and we will at least be showing a disposition to assist our fellow man, and those whom we must part with sooner or later, a sum to at least keep the wolf from the door. Our deceased brother held Policy No. 46, and the notices of assessments are now in the hands of our agents. Let each member belonging to insurance company be prompt in the payment of his assessment, as the widow of the brother is needy and worthy. Again, we ask, weigh well your thoughts of joining, and give your name to the agent of your Lodge.

THE new Lodge organized at Moberly, Missouri, October 15th, by Brother Sayre, is composed principally of old firemen, and as fine a body of men as has stood up for obligation for some time. There are twenty-three in number, and start with a good solid Treasury and competent officers in charge. Brother Sayre returns his warmest thanks to the members thereof for the kind attention shown him while there on his mission.

JAMES SMITH, of Decatur, Illinois, a locomotive fireman on the St. Louis Division of the T. H. & W. Railway, paid the Grand Secretary and Treasurer of our Order a twelve-hour visit on the 5th inst. It is unnecessary to state that Brother Sayre gave him a full description of the Brotherhood of Locomotive Firemen to the satisfaction, we hope, of both parties. Mr. Smith is Treasurer of the I. F. N. at Decatur.

BLOOMING LODGE No. 40, of Bloomington, Illinois, have purchased a set of officers' regalias similar to those of Nos. 22 and 23. They pronounce them beauties. We hope the Brothers may not be called on to use them only at such times as the business of the Lodge requires. Success to No. 40, and her energetic officers

JUDD BELTON, the popular engineer of the Bee Line, who accompanied Mr. Weston, with his big engine, to California, on her trial trip with the slope engines, reports, on his return, a favorable and profitable trip to the owner, and a big percentage gained over the C. P. R. engines.

MOST every communication received by the Grand Lodge recommends the new works as adopted by the convention in St. Louis. Any information necessary for the second degree and cost thereof, can be obtained by addressing the Grand Secretary and Treasurer.

M. M. BUCK & Co., dealers in railway supplies at St. Louis, writes us: "We wish the Brotherhood of Locomotive Firemen—also the MAGAZINE—success and long life, and trust that both may be prosperous."

FRIENDSHIP LODGE No. 18, of Ft. Wayne, are in possession of a handsome set of officers' regalias, also 24 pieces of members' regalia, as adopted at St. Louis convention. The boys are proud of them. Nos. 22 and 23 have ordered a full set.

BROTHER B. F. ALLEY, of No. 23, writes: "We are now in our glory. An organ to convey our thoughts, and educate us in our works. Our officers are proud of us, and our undertaking."

WE would be pleased to hear from Nos. 1, 3, 5, 10, 12, 15, 17, 24, 26, 27, 28, 31, 33, and 35 oftener than we do, as through our communications we learn much.

From a Fireman's Wife.

To the G. S. & T., B. of L. F.:

BROTHER SAYER: For I feel that I can thus call you though not a member of your beloved Order, but a hearty supporter thereof. My good husband though given to associations not in accordance to my feminine views of life, has been, through the Brotherhood of Locomotive Firemen, made a better man; and it is now that we begin to see a loop-hole with which we hope to escape in case of accident. He may become disabled to fire his engine any more. In which case we see the insurance coming in, and, in case of death, I know I have the protection of his Lodge, which I am proud to see and know. Oh, that all firemen's wives may say the same of the Brotherhood of Locomotive Firemen; and that its teachings may win all from the broad path and put them on the side of the right.

Hoping your **MAGAZINE** may prove a solace to all firemen, I am yours in Benevolence, Sobriety, and Industry.

A FIREMAN'S WIFE.

[From the Hornellsville Times, of October 6th.]

Accident on the Western Division of the Erie Railway.

Train 1 met with a sad and disastrous accident two miles east of Wellsville, last Thursday at 11:35 p. m. The train was nearly two hours late, and running lively when the engineer, Josh. Clark, discovered a horse on the track a few rods east of the bridge at Traux crossing. He gave the alarm whistle, but the locomotive struck the horse, completely grinding it to pieces and throwing the engine from the track, crushing the ties of the bridge a distance of sixty feet, and leaving the bridge it ran into an embankment forty rods distant, throwing the engine on its side, burying the engineer and fireman in the debris. The baggage car went to the left, but being heavily loaded it remained upright without its trucks. The smoking car and second passenger coach followed the engine off the track and were utterly demolished.

Josh. Clark, an old and faithful engineer, remained at his post when he might have

jumped and saved his life, and was literally scalded to death in five minutes. He said "get me out of this and I will be all right," and died immediately. He had been in the employ of the Erie Company more than twenty years—most of the time as engineer. Of an amiable disposition, he was a general favorite with all whom he associated. Fireman John Huff also perished at his post. He was found under Clark, being only separated by a plank. He lived until 6:30 the next morning—dying from scalding—but retained his senses until the last. His wife, father, and mother were with him. He was a resident of this place, twenty-five years of age, much respected, and had been married only seven months. His death is a terrible bereavement to his wife, and many other friends. S. I. Christian, a brakeman was also mortally injured, one of his legs and hips being crushed.

The funeral of Engineer Clark, and his fireman, J. N. Huff, took place on Sabbath morning, at the Presbyterian Church here. The services were conducted by Rev. Dr. W. A. Niles, assisted by Rev. J. G. Schaeffer. The sermon delivered by Dr. Niles, founded upon a passage of scripture from 2d Samuel, 1, 23, "Pleasant in life, in death they were not divided," was a very appropriate and affecting discourse, bringing tears to the eyes of most of the hearers. The church was crowded, not more than half in attendance being able to get into the building. The floral decorations were beautiful and made of choice flowers. The Brotherhood of Locomotive Engineers, of which Engineer Clark was an honored member, were in attendance. The remains were taken to Perrysburgh for burial. The Brotherhood of Firemen, in uniform, were present, and are a fine looking body of men. The fireman J. N. Huff was buried here in Hope Cemetery. The funeral, as a whole, was a sad and solemn affair, recalling to mind the uncertainty of life and the certainty of death—it may be to any of us, a sudden and unexpected death, anew impressing those divine words: "Be ye also ready, for in such an hour as ye think not, the son of man cometh."

GREAT WESTERN LODGE, No. 4, sends us a communication through their Recording Secretary, Brother Huffman, who we can recommend as a faithful correspondent and a worker.

OBITUARIES.

Brother JOHN N. HUFF, of Erie Lodge, No. 2, was killed in an accident near Wellsville, on the Western Division of the Erie Railway, October 5th,

At a special meeting of Erie Lodge, held Oct. 6th, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God to remove from our midst, by death, our late worthy brother, John N. Huff, who was injured by his engine running off the track, on the night of Oct. 5th, receiving injuries that resulted in death on the morning of the 6th. In the death of Bro. Huff the B. of L. F. lose one of its most tried and true members; his family a kind, affectionate and indulgent husband and son; his friends, a congenial companion; the railway company, a faithful and efficient employee; therefore, be it

Resolved, While we bow in submission to the will of the Great Grand Master, whose providence is based upon infinite wisdom, guided by the holy power of love, we deeply sympathize with his grief-stricken wife and sorrowing parents in their irreparable loss, and tender to them our willing assistance in their present sorrow, and a kind and fraternal regard for their future welfare and happiness.

Resolved, That we tender to Div. No. 47 B. of L. F., our sincere thanks, for their kind attention and assistance, who, though stricken with the death of their respected brother, Joshua S. Clark, (whose death we, as firemen deeply mourning found time to render us valuable assistance in caring for Brother Huff.

Resolved That we extend our grateful thanks to Rev. Dr. Niles, pastor of the Presbyterian church of Hornellsville, for generously furnishing the use of his church, and for the able and appropriate sermon delivered on the occasion.

Resolved, That a copy of these resolutions be presented to the bereaved widow, and that they be printed in the city papers, and the B. of L. F. MAGAZINE.

J. E. DONAVON,
M. W. PLUMMER, } Com.
JOHN MILLS,

Brother MOSS BRASHEAR, of Louisville Lodge, No. 23, was killed by a collision at

Pewee Valley, L. C. & L. R. R., on November 4th.

Louisville Lodge, always ready with her moneys and aid, took the best of care of their loved brother. He was conscious up to the time of his death, and while laying in the arms of Brother J. W. Richardson, gave him his hand, saying: "Will, do you recognize it?" and soon after the spirit departed from the body of a faithful companion and honorable brother. The Lodge attended the funeral in a body, and at 4 P. M., the remains were placed on a special train on the L. C. & C. Ry., and, accompanied by J. W. Richardson, were taken to Steubenville, Ohio.

At a special meeting of Louisville Lodge, No. 23, of the Brotherhood of Locomotive Firemen, the following preamble and resolutions of respect and sympathy were adopted:

WHEREAS, It has pleased the Almighty God, the all wise ruler of the universe, to remove from our midst our much esteemed and beloved brother, Moss Brashear, who was killed in a collision at Pewee Valley, on the L. C. & L. Railroad while in the discharge of his duty as fireman.

Resolved, That while this Lodge has lost an honored and beloved brother, the heartfelt sympathies of the members be extended to his family and friends.

Resolved, That the hall and charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be presented to his family and that they be published in the Louisville papers.

FRANK B. ALLEY,
SID. R. COON, } Com.
J. H. SMITH

BLACK LIST.

Secretaries will be prompt in forwarding their lists for the MAGAZINE.

EXPELLED.

Great Western No. 4.—Charles Starks, for defrauding the Lodge.

Excelsior No. 11.—George May for deserting his family; Irwin Bartholomew, for drunkenness and unbecoming conduct.

Vigo, No. 16.—Martin Hurst, for non-payment of dues.

Friendship, No. 18.—M. Laughlin, for non-payment of dues.

Champion, No. 29.—W. Roe, M. Maloney, W. W. Congdon, for non-payment of dues and defrauding Lodge of same.

Triumphant, No. 47.—J. B. Owens, for non-payment of dues.

New York City, No. 50.—Thos. Hudson, for violating obligation; Geo. W. Brown, for holding moneys due the Lodge.

SUSPENDED.

Elkhorn, No. 28.—John Campbell and G. W. Dillard, indefinitely suspended for non-payment of dues.

Harmony, No. 30.—Deforest Kinley, Jacob Fetherly, Wm. Brooks, J. Hasley, and M. C. O'Mara, suspended for non payment of dues.

Rose City, No. 45.—J. Bowen, suspended for three months, from Sept. 1st, 1876, for unbecoming conduct.

Industrial, No. 21.—Geo. Runyan, suspended for non-payment of dues.

RE-INSTATED.

No. 28.—James Sullivan.

REJECTED.

No. 43.—David Rogers.

No. 18.—W. Miller and G. W. Olmstead.

GRAND LODGE.

The St. Louis Convention.

The Grand Lodge of Brotherhood of Locomotive Firemen met at St. Louis, September 12th, 1876, pursuant to adjournment at Indianapolis, Indiana, December 18th, 1875, and was called to order at 11 o'clock, A. M., by J. A. Leach, Grand Master.

Promptly at 11 o'clock, ex-Mayor Brown entered the court-room, and was received

by the Grand Marshal and conducted to the stand where he was introduced by Vice Grand Master Clapp.

The proceedings were then formally opened with the following prayer by Grand Chaplain Barnhill:

"Oh, Lord, God of heaven and earth, in whose hand is the breath of man, who loveth mercy and hateth iniquity, how worthy art thou to be adored! The earth, the air, the water are eloquent of Thee. All nature echoes Thine applause. Man, in his mightiest endeavors, but applies the forces that thou hast created. In our daily labors we harness together fire and water, and lo! our speed is as the whirlwind, swifter than eagles.' But though we ride on the wings of the wind, we can not escape Thy presence. Thou art omnipresent and omniscient. In every hour and every place we are constrained to confess, 'Thou God seest us!' Thine eye is upon us when we are in safety and when we are in danger. We rejoice to know that there is a Divine Power to care for us and direct us in our ways. And now, Oh Lord, do Thou meet with us in this assembly. Guide us in all our deliberations. May we think such thoughts, and speak such words as shall advance the interests of our Order. We ask Thee to go with us when we return to our daily duties Help us to live noble lives, free from spot or blemish. Be with us in the hour of peril. Protect us from danger, seen and unseen. And if it shall be given to any of us to ride into the jaws of death, and fall at our posts in the wreck, may we be prepared for that awful event by living faith in the Savior of sinners. Bless those who are dependent upon our lives and labors. Let no evil come near them, but guard them by thy watchful care. And now, O Lord, if to any man there comes calamity, or sickness, or sorrow, or distress, then whatsoever prayer or supplication shall be made, hear thou from heaven, thy dwelling place, and forgive and render unto every man according unto all his ways, whose heart thou knowest, (for thou only knowest the hearts of the children of men) that they may fear thee, to walk in thy ways so long as they live in the land which thou gavest unto our fathers.' Be pleased to look upon us, and to mercifully bless us above all we can ask or think, and Thy great name shall have the praise. Amen."

ADDRESS OF WELCOME.

Ex-Mayor Brown then delivered his address of welcome, in behalf of St. Louis, as follows:

"GENTLEMEN:—It is only within a few minutes that I have been informed that His Honor Mayor Overstolz was about leaving the city, and had requested me to welcome you in his name to the city of St. Louis.

"It may be thought by some that a fireman on a locomotive must be an insignificant or unimportant person, but when I tell you the fireman of to-day is the engineer of to-morrow, and that there is no royal road to preferment in the arts and sciences, you will see that the road to preferment is only open to true worth and genius. Napoleon was once a corporal, yet he afterward became the greatest General the world ever saw. Coming down to the present time and subject, we find a man in our midst to-day, who, twenty-five years ago, was left penniless through adverse fortune, but who a day or two ago bought the Pacific Railroad, costing millions, showing that the road to preferment and opulence is open to all. I refer to Commodore Garrison. And another instance may be found in Commodore Vanderbilt, who at fifty was comparatively a poor man, and I see that but few of you have arrived at that age, so that there may yet be a great financial future for some of you. It is true that comparatively few men become millionaires, but it is within the province of every man to become more and better than that. He may so live as to command the respect of himself and his fellow men, and that is what ill-gotten wealth at least can not do.

"I notice by your Constitution and By-Laws that your organization is one embracing the entire United States, numbering many thousands, and that it is not only charitable, but moral in its tendencies, which I am glad to see, for charity and morality should go hand in hand together, and without these no man can attain and sustain that high position which is within the reach, and should be the object, of all to attain.

"I sincerely hope that in all your deliberations you will exercise that discretion and sense of justice as between labor and capital as will be conducive to general good, for labor and capital should go hand in hand together, as the one is indispensable to the other.

"I think every man who has a trade or occupation, be it a fireman or any other position, at the head or foot of arts and sciences, ought to thank his stars, for he has that which can not be taken away from him, and while riches may take wings and fly away, leaving the incompetent man poor indeed, he has that which the world must have—skilled labor.

"The man who estimates his fellow men merely by the amount of money he controls, forms but a poor estimate of his real worth, for the man who cultivates all the nobler qualities of his race will carry those with him to the uttermost bounds of time, while money will perish with the using, and but too often operates as a clog to all higher attributes of our nature.

"I have already, gentlemen, detained you longer than I intended in this impromptu manner, and if I have said anything that may prove an incentive to you to live a useful, honorable, and upright life, then I am more than compensated for meeting you here to-day. Trusting that your deliberations may be harmonious and satisfactory, I now take my leave."

THE GRAND MASTER'S ADDRESS.

In accordance with the usual custom, Grand Master Leach then delivered his opening address, which was as follows:

"OFFICERS AND BROTHERS:—It is with no small degree of pleasure and gratification that I am once more permitted to meet you in annual session of the Brotherhood of Locomotive Firemen. I cordially greet you as the representatives of the lodges acknowledging the jurisdiction of this Grand Lodge of the Brotherhood of Locomotive Firemen of the United States, and I sincerely hope that you all came with an earnest desire and firm determination to labor for the future good of all those who are associated with us in our daily occupation, or in any way identified with our interests.

"It becomes my duty, as Grand Master, to preside over this convention, and so far as my personal knowledge will permit I shall endeavor to bring to your notice, as well as to the proper committees, all such matters as in my opinion and judgment demand your attention with such recommendations as I think advisable and beneficial to our Order.

"We may congratulate ourselves upon our success and prosperity for the past year. We have succeeded, through the

untiring efforts of our worthy Grand Secretary and other brothers, in adding nearly as many lodges to our Order as were organized previous to our last convention. I also hope as well, as adding so many ladies to our order, that we have improved our condition as regards respectability and standing before the public. This, I have great reason to believe, we have done both individually and as an Order. I also believe this to be so in the estimation of railway officials. This being so, we should continue in our work of reform and improvement with increased energy for the good and welfare of all concerned.

"We have met here to try to make or amend such laws as are necessary for the future guidance of the Order. I therefore hope that no question which may come before you, or be brought to your notice, will be carelessly considered, from the simple fact that it does not benefit in particular the lodge or the fireman of that section of our country which you may represent. Let us remember that we have united for one purpose, and your aim should be to work for the good of our entire class. The year that has just closed has been one of unusual inactivity and stagnation in all branches of business, and this has had its effect on railways as well as on corporations of less magnitude, which, no doubt, you have all experienced to a greater or less extent. In view of these facts, and in successfully meeting difficulties, and contending with opposition from various sources, we may be well satisfied, and content in being in a better organized state at the present time than ever before, and in having the confidence and good will of all those with whom we come into daily contact. Having thus placed our association on a permanent basis secured the good will of our associates, and placed ourselves in a favorable light before the public, it becomes our duty to guard well the principles which we seek to perpetuate, and upon which the foundation of our association rests. The importance of the association of man with man, the beneficent results it has already accomplished, can be seen on every hand. It modifies the thoughts of man, influences their action, and finally binds them together in societies. If we contemplate the present advanced condition of our Order and its constant improvement in spite of all the pernicious influences of bigotry, this should suffice. We need,

however, dwell here no longer, nor yet trace the course of our Order's progress through the various stages of its existence. We can ever readily discover its influence asserting itself on every hand, attended with sometimes more, sometimes less, beneficial results.

"Knowing this to be a fact it behooves us, as members of this Order, to return thanks to God, the creator of all things. As he created the creatures of the Brotherhood, so does it also make him the creator of the Brotherhood. He has created and has endowed man with wisdom to create. Brothers you are here to-day for the purpose of enacting or creating laws for the future government of this Order. Let those laws be wholesome laws, such as no one can take exceptions to. This is what is calculated to make men of our class seek membership and fellowship with us, and thus, wherever we may go, we shall always find that our association is exerting an influence not only upon its own members, but also upon other individuals. We are all creatures of imitation, and our associations should be such as to improve our minds and aid in the development of our better qualities, such as to give us that excellence of character and nobility of purpose by which we, in turn, may benefit our fellows, while we win their esteem as worthy examples of the good influence of our association.

"Allow me to direct your attention to the necessity of making an effort to provide for the purpose of publishing a monthly journal. I have had letters from brothers asking me to speak and impress upon the minds of the delegates the necessity of a journal published in the interest of our Order. I am fully convinced that the welfare of our Order requires it. The many advantages to be derived are too numerous, and perhaps unnecessary, to mention. It will offer to all members of the Order an opportunity to cultivate their literary abilities. It will be a medium through which the lodges from all parts of the country can mutually interchange and express their opinions upon the various questions and subjects which relate to their interest; it will offer an opportunity to employ our leisure time in the cultivation of thought and the improvement of the mind. I will leave this matter in your hands, and hope it will receive your earnest consideration before this convention closes its labors here.

"The subject of Insurance is another question I feel it a duty to speak on and I hope that all the members of the Order through the country will give it their sincere thought. Its leading features, as you can see in the Constitution, is to provide a reliable fund for the widows and children in the event of those on whom they rely for support, as well as to provide for brothers who may be so unfortunate as to become disabled for life. It is undoubtedly unnecessary, and I shall therefore not try, to impress upon your minds the necessity of becoming members of this branch of our association, but I desire to say this: It is an obligation on the part of the parent or husband to provide for his companion and children during life. Then it is equally an obligation on his part to make provision in some form or way for their adequate support in case of death. Our insurance plan, which originated from the pen of our worthy Grand Secretary, is one of the best in the country, and is worthy of our support. It seems to me that no member of our Order should fail to avail himself of its privileges and benefits.

"In regard to the interests of labor and capital, I would impress upon you that they are mutually dependent one upon the other. In your deliberations let me urge you to bear in mind these relations, and treat all interest representing capital with fairness, justice, and liberality, remembering that as we laboring classes promote those interests we advance our own. Let us show to the capitalist that instead of arraying ourselves against him we join with him hand in hand, and, with a proper recognition of his sphere of operation and his peculiar interests, are earnestly endeavoring to do that which will benefit both classes.

"In conclusion, allow me to hope that the utmost harmony will prevail and that your action in this convention will be productive of the best interests to all concerned. Allow me to extend my heartfelt thanks to the officers and members of the Order for the able manner in which they have helped in the advancement of the Order.

BROTHER HEIDENTHAL'S ADDRESS.

The next thing in order was an address by a brother member, and the selection fell upon Geo. W. Heidenthal, of Port Jervis, who spoke as follows:

"GRAND MASTER AND BROTHER FIREMEN :—The occasion which calls us together to-day is one of which we have reason to be proud. The intelligent faces which I see around me indicate that the interests of this rapidly growing Order are in the hands of men who are not triflers, but who are desirous of enhancing the welfare of their fellow creatures. I feel grateful for the interest manifested in our welfare by the people of the beautiful city of St. Louis, for it proves that the true nature of our institution is not misunderstood away here in the South-west, many leagues from the lovely village in New York State where the Order had its origin. Indeed it is a matter for congratulation on our part that a fraternity so new should have, in so short a space of time as three years, so favorably impressed the people of the North and South, East and West. Go where we will, we meet friends. The fair name of the Brotherhood of Locomotive Firemen has penetrated beyond the limits of our jurisdiction. The managers of railways, great and small, the Brotherhood of Locomotive Engineers, an order doing a world of good in their field, members of other societies, working and business men, and people generally, recognize the worth of this fraternity and extend the hand of fellowship cheerfully. For all this, I say, we are not ungrateful, but heartily thankful.

"The Order had its origin in the beautiful village of Port Jervis, and like many other useful things, was born of necessity. Firemen as a class belong to that cosmopolitan condition of society that neither refines the heart nor elevates the morals. They are forced to be at home, in the cab, in the engine-house, in the hotel, or on the street, and those who are so fortunate as to possess happy homes to which they can retreat when the long hard journey is over, are thrice blessed, and the blessings of the family circle are not lost upon those who are less fortunate. The constant dangers to which firemen are subjected, the frequent loss of limb or life, the necessity of depending, in too many cases, upon the hand of charity, never too warm, for attention and aid in sickness and death; the slights cast upon us by those who care not or would not appreciate the noble nature and the hazard of our calling. These were the necessities that moulded this Brotherhood. It was not an impulse that brought together the

hard working men who planned and matured the machinery which was finally set in motion in the December of three years ago and which moves with greater grandeur and wisdom as the seasons come and go. The hard times have knocked loudly at the door of our lodge, as well as at our family hearthstones, but we have prospered nevertheless. The good we have done has been great, and so long as the great iron horse courses over the land, so long will the work of benevolence find a ready and powerful ally in this noble Brotherhood.

"Ours is not so much of a secret order as a benevolent one. The few secrets it contains are simply to protect worthy brothers, and aid in the noble work of relieving suffering humanity. Every man is dependent more or less upon his neighbor, but neighbors do not generally feel under obligations to assist those whom misfortune overtakes—they rather shun that work. Right here is where the Brotherhood of Locomotive Firemen steps in. It does not go begging and seek alms among the disinterested many. But it hunts the injured brother among the wrecks, as often is the case, and carefully lays his aching body on the softest couch; it watches by his bedside night and day; it fans his fevered brow and moistens his parched lips; it gives him words of consolation and cheer; it meets his wants in sickness, and when death overtakes the faithful member the brothers follow him to his last resting place and deposit the sod that shall rest upon his bosom. Nearly, and sometimes all the expense incurred by a sick or dead brother is paid by the Brotherhood. Thus does our Order benefit not only our members but society in general. Not only this, but our fraternity seeks to elevate the moral and mental condition of its members.

"Our motto is "Benevolence, Sobriety and Industry." Noble words in themselves, and we aim to make them our rule through life. The entire proceedings in our lodges are of the most ennobling nature. From the moment the applicant for membership enters the reception room of our Lodge until he reaches the highest pinnacle of honor and usefulness, he is ever admonished to be good, to be honest, to be sober, to be industrious, to be benevolent, to be, in fact, a worthy and respected member of society, as well as of the Order. We encourage no secrecy as a

cloak for evil association, nor as a means for harm to our employers. We deprecate strikes, and lament that a necessity exists for ever uniting in any manner against the wishes of those for whom we labor. Their interest is ours, and we recognize the fact. Every fireman should be faithful and conscientious in the discharge of his calling, and those who labor rightly will, in due time, be rewarded. No society was ever founded upon better principles than ours. It is in perfect consonance with the spirit of our American institutions. It excludes no man on account of race, nationality, or religion. The Protestant, the Catholic, the Greek, the Mohammedan are all welcome. Recognizing simply an all-wise and all-powerful Ruler, we take alone for our guide the Golden Rule, to "do unto others as we would have others do unto us," and on these grand and truly noble and liberal grounds we shake every good man by the hand and call him brother. Those who fall under our ban are intemperate men, bad men, and those who are swayed by evil purposes. We dare not run the risk of making such men members of our fraternity. It would be like putting leaven in an unleavened loaf, though we are ever ready to extend a hand to the wayward, provided they comply with our laws, rules and usages. By keeping our membership pure, by endeavoring to elevate all with whom we come in contact, by alleviating those who suffer, by relieving the wants of the widow, the fatherless and the homeless, we hope to promote the well-being of our fellow creatures. These objects are the real mission of the Brotherhood of Locomotive Firemen."

Grand Lodge Officers.

W. R. WORTH.....	Grand Master,
	Brookfield, Mo.
JOHN BRODERICK.....	Vice Grand Master,
	Hornellsville, N. Y.
WM. N. SAYRE.....	Grand Sec'y and Treas.,
	Indianapolis, Ind.
J. W. RICHARDSON.....	Grand Warden,
	Louisville, Ky.
C. W. BULLIS.....	Grand Conductor,
	Grand Rapids, Mich.
J. W. SINCLAIR.....	Grand Inner Guard,
	Phillipsburg, N. J.
L. M. HOLLOWAY.....	Grand Outer Guard,
	Pittsburg, Penn.
JAMES HUNT.....	Grand Marshal,
	East St. Louis, Ill.
MARION BARNHILL.....	Grand Chaplain,
	Indianapolis, Ind.

Grievance Committee.

M. B. Farkington	North Platte, Neb.
F. B. Alley	Louisville, Ky.
W. C. Byers	Cedar Rapids, Iowa.
Jas. Gorman	Oswego, N. Y.
Geo. W. Heidenthal	Port Jarvis, N. Y.
J. C. Barnard	Urbana, Ill.

Officers of Insurance.

G. W. Heidenthal, President	Port Jarvis, N. Y.
J. C. Barnard, Vice-President	Urbana, Ill.
Wm. N. Sayre, Sec. and Treas.	Indianapolis, Ind.

Finance Committee.

J. W. Richardson, Chairman	Louisville, Ky.
John Brewer	Lafayette, Ind.
G. C. Whitecar	Scranton, Pa.
G. W. Heidenthal	Port Jarvis, N. Y.
O. W. Cutler	Providence, R. I.

Executive Committee.

O. W. Cutler, Chairman	Providence, R. I.
M. Fritz	Buffalo, N. Y.
J. A. Shufelt	Buffalo, N. Y.
D. E. Elliott	New York City.
H. H. Clapp	Galesburg, Ill.
W. C. Byers	Cedar Rapids, Iowa.
R. V. Dodge	Chicago, Ill.
J. S. Beach	Detroit, Mich.
J. Bragg	Little Rock, Ark.
M. W. Campbell	Little Rock, Ark.
G. C. Whitecar	Scranton, Pa.

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jarvis, N. Y. Meets every Monday afternoon.
J. B. Fisher.....Master
F. Edgett.....Rec. Sec'y
M. Gould (Box 732).....Insurance Agent
2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. E. Hall, on Main st.
H. D. Foster.....Master
J. E. Donevan.....Rec. Sec'y
H. W. Plummer.....Insurance Agent
3. JERSEY CITY, at Jersey City, N. J.
James Delaney.....Master
L. G. Ingersoll.....Rec. Sec'y
Chas. Vallaur.....Insurance Agent
Morris & Essex Eng. House, Hoboken, N. J.
4. GREAT WESTERN, at Meadville, Pa. Meets first and third Thursday evenings of each month.
K. D. Cobb.....Master
John F. Huffman.....Rec. Sec'y
L. Williamson.....Insurance Agent
Samuel Quackenbush.....Magazine Agent
5. UNION, at Galion, Ohio.
H. Anson.....Master
W. A. Walker.....Rec. Sec'y
Chas. Bennett.....Insurance Agent

6. DAYTON, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow sts.
Frank States.....Master
J. C. McCutcheon.....Rec. Sec'y
Frank States.....Insurance Agent
C., H. & D. Engine House.
7. SCRANTON, at Scranton, Pa. Meets every Sunday at Engineers' Hall.
M. Moran.....Master
S. D. Schooley.....Rec. Sec'y
S. D. Schooley (Box 37).....Insurance Agent
8. JACKSON, at Vincennes, Ind. Officers not yet appointed.
9. DELAWARE, at Delaware, Ohio.
This Lodge being too small, has been put in with No. 10. Address accordingly.
10. CLEVELAND, at Cleveland, Ohio.
D. T. Henderson.....Master
A. C. Burke.....Rec. Sec'y
D. T. Henderson.....Insurance Agent
C. C. & I Engine House.
11. EXCELSIOR, at Phillipsburg, N. J. Meets every Sunday at Engineers' Hall.
O. Kidney.....Master
G. Williams.....Rec. Sec'y
W. Kechline (Box 136).....Insurance Agent
12. BUFFALO, at Buffalo, N. Y.
J. W. Aylesworth.....Master
A. L. Jacobs, 543 S. Division st.....Rec. Sec'y
J. H. Crossman.....Insurance Agent
633 Swain St.
13. MISSISSIPPI VALLEY at East St. Louis, Ill. Meets every Sunday.
Geo. McGarrahan.....Master
J. L. Benedict.....Rec. Sec'y
Wm. Blaine.....Insurance Agent
14. EUREKA, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington st.
John M. Oatman.....Master
M. Barnhill, Bee Line Shops.....Rec. Sec'y
Wm. Hugo.....Insurance Agent
15. PACIFIC, at St. Louis, Mo.
Thos. Flaherty.....Master
Jas. Clough, 3012 Sarah st.....Rec. Sec'y
J. D. Rogers.....Insurance Agent
Box 60, Chamois, Mo.
16. VIGO, at Terre Haute, Ind.
Robert Ebbage.....Master
J. Snavely.....Rec. Sec'y
Wm. Davis (Box 522).....Insurance Agent
17. LEVY, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
R. Carothers.....Insurance Agent
18. FRIENDSHIP, at Ft. Wayne, Ind.
J. Canton.....Master
F. Snyder.....Rec. Sec'y
Davidson.....Insurance Agent
No. 18 Walnut Street.
19. HOPE, at Crestline, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
20. WESTERN STAR, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
O. D. Pratt (Box 588).....Insurance Agent

21. **INDUSTRIAL**, at St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Insurance Agent
22. **CENTRAL**, at Urbana, Ills.
J. C. Barnard.....Master
Wm. Trenary.....Rec. Sec'y
23. **LOUISVILLE**, at Louisville, Ky. Meets every Sunday.
Frank B. Alley.....Master
A. Stusser.....Rec. Sec'y
J. W. Richardson.....Insurance Agent
No. 25 Bullard Street.
24. **H. G. RUST**, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
W. E. Brewer (Lock Box 550).....Insurance Agent
25. **PROVIDENCE**, at Providence, R. I.
T. H. Gilman.....Master
H. C. Howard.....Rec. Sec'y
A. P. Green (Box 1062).....Insurance Agent
26. **J. W. THOMAS**, at Nashville, Tenn.
G. W. Davis.....Master
Will Achey.....Rec. Sec'y
27. **HAWKEYE**, at Cedar Rapids, Ia.
F. A. Davis.....Master
E. D. Eckman.....Rec. Sec'y
Ed. L. Day.....Insurance Agent
28. **ELKHORN**, at North Platte, Neb.
H. J. Clarke.....Master
J. E. Phillips.....Rec. Sec'y
29. **CHAMPION**, at Detroit, Mich.
J. A. Robertson.....Master
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Fort Gratiot, Mich.
30. **HARMONY**, at Susquehanna, Dep.
Jas. Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent
31. **FORT CLARK**, at Peoria, Ill.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. **AMERICUS**, at Grand Rapids, Mich.
Charles Jewell, Master.....Master
George H. Scott.....Rec. Sec'y
33. **CECIL FLEMING**, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
34. **ORCHARD CITY**, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
35. **WASHINGTON**, at Elizabeth, N. J.
J. C. Cline.....Master
A. C. Scheick.....Rec. Sec'y
36. **TIPPECANOE**, at Lafayette, Ind.
Albert Colgrove.....Master
J. H. Brewer.....Rec. Sec'y
Fred Morely (192 Union St.).....Insurance Agent
37. **MOUNTAIN CITY**, at Altoona, Pa.
D. S. Long.....Master
J. Stonebraker.....Rec. Sec'y
F. J. Stone.....Insurance Agent
38. **KEY STONE**, at Pittsburg, Pa.
D. Lasnard.....Master
Burt E. Gove.....Rec. Sec'y
39. **NORTH STAR**, at Austin, Minn.
H. E. Day.....Master
J. J. Burns.....Rec. Sec'y
40. **BLOOMING**, at Bloomington, Ill.
Jas. Hotchkiss.....Master
James Martin.....Rec. Sec'y
T. O'Neil.....Insurance Agent
41. **FOX RIVER**, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
42. **MISSOURI VALLEY**, at Sedalia, Mo.
R. S. Sullivan.....Master
C. Schernowick.....Rec. Sec'y
R. S. Sullivan.....Insurance Agent
43. **ST. JOSEPH**, at St. Joseph, Mo.
L. Mooney.....Master
D. Pierce.....Rec. Sec'y
James Harwood.....Insurance Agent
44. **RELIABLE**, at Brookfield, Mo.
R. Cheney.....Master
W. R. Worth.....Rec. Sec'y
R. W. Worth (Box 13).....Insurance Agent
45. **ROSE CITY**, at Little Rock, Ark.
M. W. Campbell.....Master
Wm. Barrett.....Rec. Sec'y
James Schellhorn.....Insurance Agent
46. **CAPITAL**, at Springfield, Ill. Meets every Wednesday night at Engineers' Hall.
J. Mahoney.....Master
Jos. Henry.....Rec. Sec'y
L. Wisman.....Insurance Agent
12-1 West Chestnut St.
47. **TRIUMPHANT**, at Chicago, Ill. Meets first and fourth Mondays, in Railroad Chapel.
R. V. Dodge.....Master
P. G. Eich.....Rec. Sec'y
P. Furlong.....Insurance Agent
48. **AMICITI**, at Harrisburg, Pa.
Wm. Stiner.....Master
L. B. Clemson.....Rec. Sec'y
49. **SPRINGFIELD**, at Springfield, Mass.
H. C. Davis.....Master
C. O. Mansus.....Rec. Sec'y
E. F. Doane.....Insurance Agent
50. **NEW YORK CITY**, at New York.
Hiram Heddon.....Master
H. E. Pepper.....Rec. Sec'y
51. **FRONTIER CITY**, at Oswego, N. Y.
A. L. Baldwin.....Master
Burt Lewis.....Rec. Sec'y
52. **GOOD WILL**, at Logansport, Ind.
C. D. Cool.....Master
M. Wallace.....Rec. Sec'y
53. _____, at Sunbury, Pa.
Jno. Rittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y
54. **BLUFF CITY**, at Moberly, Mo. Meets first and third Sunday in each month at Engineers' Hall.
Frank P. Wilcox.....Master
J. Hyndman.....Rec. Sec'y
J. A. Chapman.....Insurance Agent
F. Wilcox.....Magazine Agent
55. **ANCHOR CITY**, at Memphis, Tenn.
P. Powers.....Master
O. B. Hanes.....Rec. Sec'y

THE BROTHERHOOD MAGAZINE.


DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN.

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No. 2.

GEORGE STEPHENSON.

HE eminent railway engineer, George Stephenson, was born at the colliery village of Wylam, about eight miles west of Newcastle-on-Tyne, on the 9th of June, 1781. He was the second son of very poor, but very industrious, respectable and amiable parents. His father was employed as fireman of the pumping engine at the village colliery, at Wylam, close to which the family occupied a small cottage.

George Stephenson's first employment was, at the age of eight, to keep the cows of a widow named Ainslie, who occupied a neighboring farm house. The bent of his mind appears even then to have exhibited itself, for it is recorded of him that his favorite amusement was erecting clay engines, in conjunction with his chosen playmate, Tom Tholoway. They found the clay for their engines in an adjoining bog, and the hemlock which grew about, supplied them with imaginary steam pipes. At the age of fourteen he was taken on as an assistant to his father in firing the engine, a promotion which he anxiously desired, for since he had modelled his clay engines in the bog, his young ambition was to be a fireman. He was, at the age of

seventeen, appointed to act as plugman at a coal-pit at a place called Water-row. The duty of the plugman was to watch the engine and see that it kept well in work, and that the pumps were efficient in drawing the water. When the water level in the pit was lowered, and the suction became incomplete through the exposure of the suction holes, then his business was to proceed to the bottom of the shaft and plug the tube so that the pump would draw. If a stoppage in the engine took place through any defect in it which he was incapable of rendering, then it was his duty to call in the aid of the chief engineer of the colliery to set the engine to rights. But from the time when George Stephenson was appointed fireman, he devoted himself so assiduously and so successfully to the study of the engine and its gearing—taking the machine to pieces in his leisure hours for the purpose of cleaning and mastering its various parts—that he soon acquired a thorough knowledge of its construction and mode of working, and thus he very rarely needed to call to his aid the engineer of the colliery. His engine became a sort of a pet with him, and he was never weary of watching and inspecting it with devoted admiration. At this time he was wholly uneducated. There was a night-school in

the village, kept by a poor teacher, and this school he determined to attend. He took a particular fancy to figures, and improved his hours by the engine-side in solving the problems set him by his teacher, and working out new ones of his own. By the time he was nineteen he had learned to read correctly, and was proud to be able to write his own name. At the age of twenty, when he was acting as brakeman of an engine at Black Calliston, his wages being about eighteen shillings per week, he formed an attachment for a respectable young woman named Fanny Henderson, a servant in a neighboring farm house. His means not permitting him to marry, he began to make and mend the shoes of his fellow workmen, an occupation by which he contrived to save his first guinea. He expressed an opinion to a friend that he was now a rich man, and the next year he married Fanny Henderson, and furnished a small cottage at Willington Quarry, near Wallsend, where he got an appointment as brakeman to an engine. It was here where his son Robert was born, and within a year after, Mrs. Stephenson died, to the great affliction of her husband, who long continued to cherish her memory. At this time all was distress with him; his father met with an accident by which he lost his eyesight, and was otherwise injured; the condition of the working classes was very discouraging, in consequence of their prices and heavy taxation; George himself was drawn for the militia, and had to pay a heavy sum of money to provide a substitute. He was almost in despair, and contemplated the idea of emigrating to America. But his poverty prevented him from prosecuting the idea, and rooted him to the place where afterward worked out his career. In order to give his boy an education, he mended neighbors' clocks and watches at night, after his daily labor was done, in order to procure the means to be able to do so.

But his career was now about to take a turn.

In 1813, a Mr. Blackett, continuing his experiments, built an engine of his own, which crept along at a snail's pace, sometimes taking six hours to travel five miles. Stephenson recurred to the idea of a locomotive, and determined to go over to Wylam and see Mr. Blackett's "Black Billy." After mastering his arrangements, he declared his full conviction that he could make a better engine—one that would draw steadier and work more cheaply and effectively. He proceeded to bring the subject under the notice of the Killingworth lessees, and Lord Ravenworth, the principal partner, having formed a very favorable opinion of him, authorized him to construct a locomotive, and promised to advance the money for the purpose. He made all its wheels smooth, and it was the first engine that was so constructed. It proved a success.

"When I went to Liverpool," says Stephenson, "to plan a line from thence to Manchester, I pledged myself to the directors to attain a speed of ten miles an hour. I said I had no doubt the locomotive could be made to go much faster, but that we had better be moderate at the beginning. The directors said I was quite right; for that if, when they went to Parliament, I talked of going at a greater rate than ten miles an hour, I should put a cross upon the concern. It was not an easy task for me to keep the engine down to ten miles an hour, but it must be done, so I did my best. I had to place myself in that most unpleasant of all positions—the witness-box of a Parliamentary committee. I was not long in it before I began to wish for a hole to creep out at. I could not find words to satisfy either the committee or myself. I was subjected to the cross-examination of eight or ten barristers, purposely, as far as possible, to bewilder me. Some member of the committee asked me if I was a foreigner, and another hinted

that I was mad. But I put up with every rebuff, and went on with my plans, determined not to be put down."

The Liverpool and Manchester road was completed about this time. They proposed to divide the railroad between Liverpool and Manchester into nineteen stages of about a mile and a half each, with twenty-one engines fixed at the different points to work the trains forward. Here was the result of all Stephenson's labors! The two best practical engineers of the day concurred in reporting against the locomotive! Not a single professional man of eminence could be found to coincide with him in his preference for locomotive over fixed engine power. Still he did not despair. With the profession against him, and public opinion against him,—for the most frightful stories were abroad respecting the dangers, the unsightliness and the nuisance which the locomotive would create,—Mr. Stephenson held to his purpose. He pledged himself that, if time were given him, he would construct an engine that would satisfy their requirements. The directors determined to offer a prize of five hundred pounds for a locomotive engine that would work under certain prescribed conditions. On the day appointed for the trial, four engines came upon the ground, and Mr. Stephenson's "Rocket" carried off the prize. With the success of the "Rocket," the railway system may be said to have been established.

Having successfully inaugurated our most important railway system, he retired to private life. The latter days of his life were spent on an estate in Derbyshire, adjacent to the Midland Railway, where, engaged in horticulture and in farming, he lived among his rabbits, dogs and birds. On the 12th of August, 1848, he died, at the age of 67.

The whole secret of Mr. Stephenson's success in life, was his careful improvement of time, which is the rock out of which fortunes are carved and great char-

acters formed. He perfected the locomotive by always working at it and always thinking about it. Whether working as a brakeman or an engineer, his mind was always full of the work he had in hand. In his deportment he was always modest and unassuming, but always manly.

The portrait in the front of the MAGAZINE, is a very correct one of Mr. Stephenson, as he appeared two years before his death.

A Happy New Year.

How natural these words sound! Yet to how many is the real meaning conveyed? Hard times! Reduced rates, both freight and passenger, have caused many of our leading companies to reduce our salaries from time to time and without sufficient means of support we find it almost impossible to furnish the necessaries of life, say nothing of the many little comforts. Now, we should start in with the new year by endeavoring to embrace every honorable opportunity offered to make for ourselves a year of happiness, and without a display of selfishness on our part. Our future depends greatly upon our present. This rule works as does the old proverb, which says, "A good beginning has a good ending." Let each member in his Lodge do that which will encourage and strengthen the order, and the results will make themselves manifest sooner or later, and the happy new year makes itself. We must not repine or brood over our every-day troubles as life-long, but, to the contrary, cast them off as you would a serpent and by so doing your face will always be lit up with a smile, which improves each troubled mind, to such an extent that all will share in and make one common scene of happiness. Our many daily troubles with our officers are not healed by sour faces and grumbling speeches; neither do you elevate your standing in the least by being slack. But like our poet Burns—

"Let no mean hope your souls enslave—
Be independent, generous, brave."

With these sentiments in view you can not but help making your home, your Lodge-room, and your fellowman happy, for such men having the spirit as indicated by Burns' lines can only be considered as firm props and stays to our Order in the hour of difficulty, trouble, and distress—consequently a sure anchorage for our noble ship, the B. of L. F. What can create more happiness in a home or in the Lodge-room than broaching subjects nearest our hearts and our interests? And what a small amount of work is required to perform this duty—for duty it is; and we owe the same to one another. Feelings of sympathy naturally spring up among men holding the position of firemen or engineers, and to better inculcate the principles of our motto—Benevolence, Sobriety, and Industry—we should always bear in mind how, as one person, of what little use we are to our profession; but, as a combined Order, of how different a nature,—one depending and trusting on the other. Many vary from the path laid out for them,—their's is that willful, selfish nature spoken of; they are not happy only when transgressing the laws of the land or our Order; they are ever back and of the class who seek to promote their own interests, even though they say "we're their fellowmen." Ask yourself if this is the class who are happy. You will answer, No! 'Tis quite impossible, for they are not only unhappy, but you will find that their New Year's day is spent in making others of the same mind as themselves. Stand firm, let the right come to the front, and but a short time will be required to root out such scum as may exist. You can then, with such intentions as you may have decided on with honest love for yourself, family, and brother, with a view of keeping the purity of your Order ever uppermost in your mind, say to all, "We wish you a happy New Year."

Long Runs.

The question of long runs for locomotives is now being discussed by many of our leading railway companies. A number have tried the experiment, and while some companies claim a saving of expenses, others prove that it is in the end the most expensive. Although by the long-run theory it is claimed one engine will do the work of two on ordinary runs, thereby saving the extra firing-up, and the employment of a large number of round-house hands, still there is not that care given to an engine when placed in different hands, as when it is run by one engineer and fireman only. When the engines are kept so constantly at work, it is impossible to give them that careful inspection which is needed to insure their being kept in good condition, and repairs are neglected for want of time to attend to them. When an engineer is given full charge of an engine he forms that affection for it that he would were it his best friend, and is ever careful to see that nothing is out of repair. It is a well known fact among engineers that for one engineer to see another pull out the throttle of "his engine," creates a jealousy that can not be controlled. In short, he loves his engine as a parent does its child. There are but few engineers, whether they run an old rickety engine or not, but what think their's is "the smartest locomotive on the road," and woe to the man who differs with them. Now, in the long runs it becomes necessary to put two or three different engineers on an engine to make the run and the result is that there is no pride taken in the engine beyond the time for which each man has to run, and during that time he does not become acquainted with the engine sufficiently to know just what is needed. The result is the burning of the boilers, and the destruction of the engine for want of proper attention. We learn that the New York Central &

Hudson River Railroad tried the project, but abandoned it, after losing about \$50,000 through damage to engines.

Promises.

How many of the human family give their words of honor to perform acts of various kinds, simply because they have been asked to, without taking into deep consideration the evil results following the breaking of the same. Not taking this in a moral point of view alone, but to show up the injurious effects arising from the same. Admitting that all promises are broken which may have been made, what would our country, our homes be to-day? Void of society in all shapes; no safety for any one, yet we find men who are looked upon as standbys and firm supports, break their words of honor for a small price,—and this is an every day occurrence. Now, if you approach such men, and by moral argument convince them, they will freely admit and accept the argument; but unless their finer feelings in morality are touched, they keep going head-long until they reach the bottom, and invariably drag others with them. Stop and think! Self-sacrifice is a reward to many. Practice it a little, and preserve the many promises given.

THERE is a growing feeling among railroad officials that the end of the railroad war is at hand. Agreements have been entered into by the several trunk lines, to advance the rates of freight, but how long it will last, there is no telling. The cheerful temper of affairs and the confident feeling of those in authority, or at least "highly connected," indicates there is something in the wind, and that probably during the present month the point at issue will somehow be got over and the matter lapse back to the old standard. Already, indeed, the rates from St. Louis, Chicago, Indianapolis, and Cincinnati, while nominally re-

maining at the figures of the past several months, are virtually advanced from five to fifteen cents "on account of the scarcity of cars" (?), which in itself shows that people are not standing at all on the matter of freight prices, but that a reasonable paying rate will be as acceptable to them as the past ruinous ones, while to the wholesale dealers of the West it will be even more welcome."

A RAILROAD on the prismoidal system is in process of construction through the Sonoma Valley, California, from Norfolk to Sonoma, a mile and a half being already completed from Norfolk. This style of railway is peculiar on account of its requiring but a single rail, and being cheaper than an ordinary macadamized road. The rail is of triangular section, placed in the center of the road-bed, and the equilibrium of the train when running on the apex is maintained by bearing wheels placed in such a manner that they travel on two sides of the triangular rail and prevent the middle wheel from leaving the track. On the section of this road already built an engine and two construction cars are running and working satisfactorily. Within two weeks the track will be extended to within two miles of Sonoma, and it is proposed to continue it to Santa Rosa and Sears Point within a short time.

THE locomotive is holding its ground in China. After much wrangling, the Chinese authorities have consented to allow the experimental railroad built near Shanghai to remain in British hands for a year, after which it is to be purchased by the Nanking Government. This step toward the introduction of railroads in China concerns us, since by the Burlingame treaty we have stipulated to designate engineers whenever His Imperial Majesty determines to carry out internal improvements.

THE conclusions reached in an elaborate lecture recently delivered before the Cooper Institute by Phineas Barneas, Civil Engineer, on locomotives and railroads at home and abroad, have been briefly epitomized as follows: The engines of different nations are made upon very different patterns, and even the locomotives of the same country show a great variety, owing to the particular service for which they are intended. American railroads are not so well ballasted as those of England, and forms of construction admissible there would not answer at all here. Foreign locomotives were described and their peculiarities of mechanism accounted for. English locomotives, as a general thing, have almost nothing in the way of a cab, probably owing to a belief that unless the engineer be kept as uncomfortable as possible he would fall asleep. They are also without anything that can be called a cow-catcher, the manner in which their roads are fenced rendering this unnecessary. Foreign locomotives do not have very perfect head-lights. In respect to their mechanism, they are far more complex than those made in America, which are superior for simplicity and economy, and would undoubtedly prove more serviceable for the foreign locomotives themselves.

THE case of attachment of Joseph and Thomas Wright against the Baltimore & Ohio Railroad at Keyser, West Virginia, has been decided. Since the passage of the Maryland law exempting \$100 of wages or salaries from attachment, many suits against the Railroad Company have been instituted in counties of West Virginia by citizens of Maryland in order to evade the exemption. In the case above mentioned the judgment of the County Court was affirmed on appeal. The Court holds that although the Baltimore & Ohio Railroad is a foreign corporation, it has regular established offices, officers upon whom process may be served in a suit,

and being so situated, is liable to have money in its hands payable to defendants attached, though payable out of the State.

ENGLISH railroad manufacturers are mourning the loss of the trade in America. A trade journal in London says that the exports of British rails to this country "have shriveled up miserably this year, having only amounted to October 31st to 213 tons, against 17,711 tons in the corresponding period of 1875, and 91,626 tons in the corresponding period of 1874. The Great Republic will at this rate soon cease, to take any of our rails at all. Struggling as British rails have to struggle upon the American markets against enormous protective duties, while the American iron trade has also acquired a very great development of late years, it is tolerably clear that in the matter of rails our iron masters practically find their occupation gone among the Americans, and that they have little prospect of recovering it."

THE locomotive firemen in and around Boston are talking of organizing a National Union. Is there not enough National Unions of locomotive firemen? We know there are two at present.—*Iron Moulders' Journal*.

There are but two organizations of locomotive firemen—one the Union, and the other the Brotherhood. While the former is fast decaying, the latter is fast gaining prominence, and is truly the "only legitimate organization of locomotive firemen in existence." The organization of a National Union of Firemen at Boston, as referred to above, is nothing more or less than a new Brotherhood Lodge, with *one hundred and twenty-one* charter members. "Give us a fair count," Brother Saffin.

A judgment has been rendered against the Dayton & Southeastern (Narrow-gauge) Railroad for \$2,500, for attorney fees.

From Phillipsburg.

PHILLIPSBURG, N. J., Dec. 7th, 1876.

Editor B. of L. F. Magazine:

As I had a few leisure hours, and have not seen any communication from this place, I thought I would endeavor to let the readers of your interesting MAGAZINE know that there actually was in existence such a place as Phillipsburg, and I assure you such is the fact. It is the terminus of the M. & E. Division of the D. L. & W. Railroad, which is in a very prosperous condition. Owing in part to the great stagnation in business, the reader can form some idea of the business of this company: They are running 108 first class trains, and 32 second class. The second class run in sections from one to nine on a schedule, which accounts for the low number of second class. This, however, does not include Scranton coal trains, running between Washing and Port Morris, which are run 25 miles on this division. Port Morris is the highest point in the State, being 1,200 feet above the level of the sea at a distance of 54 miles. The road is well stocked with engines. There are 112 on this division—8 wood burners, 12 bituminous coal burners, and 93 hard coal burners. They are divided among the following builders: Rogers, Smith & Jackson, Burnside's, McQueen, Norris, Portland, Jersey City, Dickson, and Danforth. The company are making very extensive improvements. They have nearly completed the new tunnel through Bergen Heights, with a ferry of their own, which will enable them to make the quickest time to Newark of any of the four roads running there. They have lately built extensive shops, with brass and iron foundries attached, and a section of round-houses to hold twenty-one engines, at Kingsland, six miles from Hoboken, and in full view of the Pennsylvania shops lately built on the Hackensack Meadows. I understand,

from good authority, that the comfort of the engineers and firemen respectively, is to be one of the features. Our genial Master Mechanic, Mr. W. H. Lewis, with Mr. W. M. Osborn as Dispatcher here, study first the interest of the company, and do all in their power to make things pleasant and comfortable for their men. The men have great confidence and respect for their superior officers, and *vice versa*; they all have the highest confidence and esteem of the employes under their charge. There is Mr. Reasoner, our Superintendent, who is loud and gruff in speech and very stern in business matters, but whose heart is as big, comparatively speaking, as a dome on a Morris engine. His sympathetic heart goes out for those who are in want and trouble. He does not want or require impossibilities of the men, but he does expect them to attend to business, and if they do not, their name is *Walker*.

Any of the brother firemen happening this way will be kindly treated and entertained by our worthy Master, O. Kidney, and Vice Master, J. S. Gorgas, and Worthy Past W. S. Kichline, who take great pleasure in welcoming all members of the B. of L. F. who chance to give them a call. Notice of our lodge meetings will be found in the MAGAZINE.

Hoping that I am not intruding too much on your valuable space, I remain yours, as ever. SCOOP SHOVEL.

From Chicago.

CHICAGO, Dec. 23, 1876.

Editor of B. of L. F. Magazine:

It is with feelings of pleasure I take my pen in hand to make my first effort at writing an article for publication, and it is to be hoped that others will do the same, and each one endeavor to make our journal a success, and of interest to all.

It seems to me as though the introduction of this journal among the members of

the Brotherhood of Locomotive Firemen is as important an event to them as the laying of the Atlantic cable was to the countries of England and America, for through its columns we have a means of circulating our thoughts and diffusing our knowledge among ourselves, and as there are many who will take this book for the purpose of obtaining information in regard to their business, let those who possess this knowledge and information give it to those who wish it and seek for it; and what better means can there be of doing this than through the columns of the journal? Therefore I would suggest that some one begin by asking some question in regard to valve motion, or some other particular part of the locomotive, and let some one who is informed on the subject answer it, and in this way we can make the journal useful as well as interesting. Hoping this will meet with the approval of all, I will endeavor to have a question ready for the next issue.

I remain fraternally yours,

R. V. D.

From Greenville.

New York, Providence & Boston Railroad.

GREENVILLE, R. I., Dec. 20, 1876.

Editor B. of L. F. Magazine:

A short time ago I had the pleasure of reading the reports of the New York, Providence & Boston Railroad, which is better known to the railroad men of this vicinity as the Stonington Railroad, and I gleaned the following facts which will perhaps be of some interest to many readers of your MAGAZINE who have reminiscence of this road from personal experience or from the lips of others who perhaps passed some of their early days in the employ of this company, as it is one of the first railroads built in New England. The road was incorporated by the legislature of Rhode Island in June, 1832.

The first meeting of directors was held in the city of New York on Monday, January 28, 1833. The books of the company were opened for subscription to the stock thereof at the City Hotel, in Providence, Rhode Island, March 4, 1833. The object obtained in building the proposed road, was of forming an essential link by the shortest and most economical chain of communication between the cities of New York and Boston. The road was opened for travel in November, 1837, at a cost of \$2,600,000. The trustees, under the second and third mortgages, took possession of the road in consequence of the company failing to pay either the principal or interest of the loans which had become due, and it remained in their hands nearly five years, during which time the embarrassments of the company continued. The interest could not be paid; suits were brought, and judgments obtained against the company. Its engines and cars were attached, and at one time there was danger that the operations of the road would be suspended altogether, but by the untiring efforts of the officials and the natural advantage possessed by the road, the company were enabled to declare a dividend of \$2.50 per share on July 1, 1847. From the 1st of May, 1848, trains passed over the Cove extension, forming a junction with the Boston & Providence and Providence & Worcester roads. By this connection the ferry, which formally transferred passengers from the Boston road at India Point to this road, then having a terminus in the south part of Providence, was avoided, and the traveler passes between Boston and Stonington without changing his seat, when in a few years the same could be done from Boston to New York. The moving power of the company in 1847 was 7 locomotives, 12 eight-wheel and 4 four-wheel passenger cars; 45 freight, box, and flat cars. In 1859 the Matt. Morgan, a coal-burning locomotive, was on the road on trial. In 1860 there was 4 coal-burning engines running on the road at an average cost for fuel of 11 cents per mile, against 15 cents per mile for wood-burners. Engines T. Tileston and A. S. Mathews were placed on the road in 1861; in the same year the Vanderbilt and Westerly were

altered into coal-burners, making 8 coal-burners owned by the company. Locomotives W. F. Cary, in 1864; S. D. Babcock and J. H. Anderson, in 1865; D. S. Babcock and J. A. Burnham, in 1871; S. F. Dennison and J. B. Gardner, in 1873, with the Rhode Island, J. L. Prouty, and Henry Morgan, which have been added within the last three years, constitute some of the principal moving power in the locomotive department. There are owned by the company some 26 locomotives. The shops are situated at Providence, there being machine, blacksmith, and carpenter shops, all well stocked with the latest improvements in the way of tools, etc., with every facility for repairing engines, and a full corps of efficient workmen. On the 1st of October, 1870, there was destroyed by fire the workshop, engine-house, and car-house, with 3 passenger cars and 7 locomotives damaged. On the 19th of April, 1873, the first disaster in the history of the company, of a serious character, took place, by which 7 persons were killed and 12 received injuries more or less serious, and the engineer and fireman sacrificed their lives at their posts of duty. Of the officers of the road you can only speak in praise. Mr. A. S. Mathews has served first as Civil Engineer and Road Master and afterward as Superintendent from the commencement of the road until the present day, and he is a man who has always advocated the principles of right and justice to each and every man, be he high or low—one who never forgets that the employes are men whose interests he ever seeks to protect. Mr. James H. Anderson, Master Mechanic, has seen 36 years of service for this company, and we would speak of him as a man who is ever seeking to benefit the condition of those in his employ, and by his kind words and sympathetic principles of heart, does a great deal to dispel the gloom in this uncharitable world, for charity goes hand in hand with him, by word and deed in his daily walks of life. And in conclusion I would quote from the President's report of 1872, which says that half a million passengers have been carried over this road without loss of life or any serious accident—a result affording ample proof of the vigilance and skill which our worthy Superintendent and his associates have exhibited, entitling them to our hearty thanks. So say we all, but we do not see enough of it.

S. U. W.

THE OLD KITCHEN FLOOR.

BY G. W. SAYRE.

Far back in my musings my thoughts have
been cast,
To the cot where the hours of my childhood
were passed,
I loved all its rooms from the pantry to hall,
But that blessed old kitchen was dearer than all.
Its chairs and its table, none brighter could be,
For all its surroundings were sacred to me,
From the rail on the wall to the latch on the
door,
I loved every crack on that old kitchen floor.

I remember the fire-place with mouth high and
wide,
The old-fashioned oven that stood by its side,
Out of which each Thanksgiving came pudding
and pies,
That fairly bewildered and dazzled mine eyes.
And then, too, old Nick, so sly and still,
Came down every Christmas our stockings to
fill,
But the blessed of memories that I've laid in
store,
Is the mother that trod on that old kitchen floor.

To-night those old visions come back at their
will,
But the wheel and its music forever is still,
The band is moth-eaten, the wheel laid away,
And the fingers that turned it lay mouldering
in clay.
That hearth-stone so sacred is just as 't was
then,
And the voices of children ring out there again,
The sun through the window looks in as of yore,
But it sees stranger feet on that old kitchen
floor.

ONE of the neatest and most accurate books published on the locomotive, is that of *Reed's Headlight*. It contains full and correct tabular statements of valve and link motion, besides many other points connected with the locomotive which few engineers and firemen are acquainted. It is, in short, a guide to the locomotive, giving new and plainly expressed ideas. The theories put forward by Mr. Reed are not those taken from other works on the same subject, but from practical experience which he has gained himself. Engineers will find it of great value to them, and firemen could find no better guide.

BRITISH railways succeeded in killing or injuring 4,383 of their employes during 1875, an aggregate which utterly throws our new country into the shade.

Miscellaneous.

How He Sold a San Francisco Ticket.

He walked into the Central Depot as though he was the 'Great Unknown. His personal appearance was decidedly unique. Frankly speaking, he looked as if he had been fastened to the rearmost end of the Bridewell tug and hauled up and down Mud Lake until he matched the shade of the clay which Felton's proteges use in their daily labor, and then had been stood up against some friendly bill-board and had the contents of a Clark street pawnshop shot over him, from one of Lippincott's pop-guns. An inventory of his clothing, taken on the spot, is as follows: Shoes, 1, size 14; boots, 1, size 12½; stockings, ¾; pants, ¾ of a pair; suspenders, 0; shirt, 1, red flannel; shirt, ¾, white or nearly so; vests, 2; coat, 1; overcoat, 1; paper collar, 1 (clean); Centennial necktie, 1. His hat carried a signal of distress, consisting of a bunch of flaming red hair sticking through the crown. The hack drivers all wanted him to take a carriage; the omnibus collector said he had a 'bus just leaving for the Palmer, and the Massachusetts House man vociferated, "Meals fifty cents," in his most gentlemanly manner. Turning a deaf ear to their blandishments, the stranger, with touching confidence, walked up to Dan and asked him to direct him to the ticket-office. Dan winked both eyes at the boys, and showed him the way with the most engaging politeness. Peacefully dodging the various pitfalls for strangers, in the shape of apple-women, etc., he at last arrived at "window 3."

"Say, stranger, do yer reckon I kin git ter go to Californy right soon?"

"Yes," responded the Great Mogul; "in fifteen minutes."

"What mought the fare be, Capt'n?" was the next question.

"It might be a thousand dollars, but it ain't. The way you want to go is \$88."

"That's right cheap, now, ain't it?" turning to the crowd which had gathered around him. "I say, stranger, ain't you got some tickets that'll give a feller a right good ride into the keer boxes—something rale nice, yer know? Yer see I jus' come up from Indeanny, fast nite, and I want to travel rale good, yer see. I don't reckon I'll mosey round much more, and I want suthin' "—

"Say, mister, jus' pull yer ves'!" suddenly shouted Logan in his ear.

"Don't reckon I need ter. Jest give me a ticket on one uv them shiny keer boxes what has beds into 'em. Tell yer what, stranger, I kalkilate to mosey long in style this yer time 'f I never do again. Yer see, I jus' cum from Indeanny, yer know, and I reckon I'm a goin' to pike a right smart of a ways 'fore I kin git to Californy. How long 'fore I kin git to go?"

"Here's your ticket to San Francisco with sleeping-car, clear through, \$156," said the ticket agent.

The "Indeanny" man reached to the bottom of the pocket in his shirt, hauled up a big cloth tied up with a section of a steamboat hawser, untied it, and from a big roll of greenbacks selected a \$500 bill which he handed to the agent, remarking at the same time, "I don't wear yer good clo'es, boys, but I kalkilate to allers have enuff money to pay my way."

Immediately every one was as polite as a peeler who is afraid he is about to be discharged.

Logan wanted to carry his valise to the car, and Ed., the newsboy, tried to sell him a prize package; but he resisted all their blandishments, and inquired for the baggage-room, remarking that he had "two carpet sacks and a basket of pervisshun thar" that he wanted checked. He was shown the way, and he vanished from the sight of the ticket agent on the straight road to the baggage-room; and now that gentlemanly ticket agent has on hand a counterfeit \$500 bill, which he will dispose of at the lowest market rates. He has also notified conductors to look out for San Francisco first-class ticket, 10 375. The "Indeanny" man has gone to St. Louis to recuperate.—*Quincy Whig.*

[From the Railroad Gazette.]

The Difference Between Good and Bad Firing.

A late number of the *Engineer* contains accounts of competitive tests made with portable engines under the auspices of several of the agricultural societies of England, their object being to supply a stimulus, by offering prizes for the best results produced, to those in charge of such engines to learn how this may be done, and thus improve themselves for the work they have to do. In one case the trials were made as follows:

"An eight horse-power agricultural locomotive, constructed by Messrs. Aveling & Porter, of Rochester, was provided. This engine was fitted with a friction brake, such as is used by the Royal Agricultural Society, and a counter. The brake was loaded to 22.5 horse-power. The engine was handed over successively to the different competitors, twenty-one in number. Each man was supplied with 210 pounds of coal and 8 pounds of wood, and as much oil and tallow as he required was weighed out to him, the quantities being carefully noted. He was then left to fire and drive as he pleased, without interference, except to warn him that he was running his engine too fast or too slow. The standard of efficiency was the number of revolutions got out of the engine."

The result of the trials shows, what probably few persons realize, the great difference in the amount of fuel consumed if an engine is well fired and run skillfully, compared with the result if it is badly fired and run by a person who is either ignorant or careless or both. The first prize was awarded to John Waters, who ran the engine 13,967 revolutions, whereas the smallest number of revolutions obtained was 7,943. In other words, the best runner did over 75 per cent. more work with a given amount of fuel, oil, and tallow than the poorest one. This result is fully explained by the manner in which they ran their engine. In the description of this trial from which we have already quoted it is said that "special attention should be called to the use made of his expansive gear by Mr. Waters, who, finding that he could do a little better with the link in one place than in another, compensated for the want of sufficiently minute divisions in the sector of the reversing lever by wedging the latter just where he wanted it." Of the other competitor it is said, "the reversing lever was frequently changed from one notch to another, and the damper was altered several times; the speed of the engine was very irregular." In other words, the one runner, by careful observation and experiment, had learned precisely the point at which to place the reverse lever to produce the best results—an illustration, by the way, to show the value of as many notches in the sector as possible; whereas the other man had probably never observed these facts, or if he did, it was so carelessly or inconclusively that he had no decided convictions about them.

In another trial the first prize was awarded for 10,137 revolutions; the second prize for 10,127, and the third for 10,076. But, it is said, "in order that the competitors might acquire some practical instructions, Mr. Aveling sent a trained driver of his own to show what could be got out of the engine by proper management. He succeeded in getting 12,743 revolutions, thus beating the first prize man by some 25 per cent." It is also said in the same article "that even nominally the best men would be the better of a little practical instruction, as is proved by the fact that within the last few months the consumption of fuel on the Brighton Railway has been reduced by, we believe, about 3 pounds per mile, as a result of first pointing out to the firemen of the line the faults usually committed by them in firing, and then taking care that these faults are avoided." We have no means of knowing what the consumption of fuel is on the line referred to, but in this country it is about 38 pounds per train per mile, so that a saving of 3 pounds per mile would be equivalent to nearly 8 per cent.

Attempt to Wreck a Midnight Express Train.

The Boston *Herald* of November 30th says:

"About three weeks ago detective B. C. Crabtree, of the Boston and Albany Railroad, received information from a couple of young men belonging in Southville—Elliott C. Claffin, Jr., and Charles Parker—that a plan was in contemplation on the part of George Wheeler, of Southville, a piece boot-maker, to wreck the 'midnight train' from New York, which was due in Boston at 11:20 P. M. In explanation, it should be stated that at 'Prentice's Mill,' in Westboro, there is a switch and sidetrack to accommodate the freight of the Prentices and others, and the proposition of Wheeler was to turn the switch so that the passenger train, coming down at the rate of forty miles an hour, should run into the freight-cars standing on the special track, and then, of course, a general smash-up would occur. The locality is a specially dangerous one, as the switch is approached by a curve, which can not be seen by the engineer in season to apply brakes which would stop the train before the grand crash should come. Wheeler also proposed to so change the signal-light

that the signal to the engineer should be safety. According to the testimony of young Clafin, a boy of nineteen years, who lives with his father on a produce farm near the locality, Wheeler proposed that the parties interested should ostensibly play the part of philanthropists or good Samaritans by aiding the wounded and dead passengers, and get their pecuniary reward by robbing these passengers of watches, jewelry, and money. As soon as Mr. Crabtree had ascertained the details of the plot he reported the case to the railroad authorities, and proposed that Wheeler be suffered to go ahead and disarrange the switch according to his plans, Mr. Crabtree and his aids being present to prevent disaster. But on account of the dangerous locality, notwithstanding the fact that the engineers had been fully warned, it was thought best not to run the risk. Therefore, yesterday Wheeler was arrested on a warrant issued by Judge William T. Forbes, of the First District Court of Eastern Worcester, and being brought before that Justice, Wheeler was held in the sum of \$2,000 on a charge of threatening to break, injure and destroy property of the Boston and Albany Railroad.

THE St. Gothard tunnel, the greatest engineering work of its kind in the world, is being steadily pressed toward completion. Work is progressing upon it from both ends through the mountains—from Groeschenen toward Italy, and men are employed, divided into gangs, which labor day and night. The work has now been four years in progress, and it is thought four years more will be required to complete the stupendous undertaking. The tunnel will be ten miles long. Dynamite is used for the purpose of blasting, and all the drills are the ordinary chilled-steel; the diamond drill being unemployed. The usual machine for driving the drills is unemployed, and works entirely by means of compressed air, which is brought from the reservoir by means of a large pipe. The reservoirs are supplied by a number of condensing engines, turned by water, for which purpose a mountain stream is, some way above the mouth of the tunnel, diverted into a sluice-way. A pressure of ten or twelve atmospheres is always maintained. The St. Gothard tunnel will be the shortest route from England to Italy, and will, doubtless, be part of the direct route from India to England. There will

be a heavy grade on the lines before entering the tunnel, but engineers have proved that it will not impede travel. The success of the tunnel is already so admitted a fact that a competitive route has been arranged in France, to run through the Rhone Valley and the Simplon Pass to Italy.

PREPARATIONS are now being made to keep the line of the Intercolonial Railway, leading from Halifax to the interior, in working order during the winter of 1876-7, despite the approaching snow-storms. One of the objects to be accomplished is to have the connecting link of inland mail communication with the mother country maintained over lines traversing British territory, instead of lines leading from Portland, Maine, and there is also a hope that Halifax may be made a winter port for ordinary commercial purposes by the proposed improvement. The first step has been to erect about ten miles of snow-sheds and nearly thirty miles of snow-fences, and to purchase a large stock of snow-plows and scrapers. Similar preparations have been made at the request of officers connected with the management of the campaign against the hostile Sioux to keep open during the coming winter the extreme western portion of the eastern division of the Northern Pacific Railroad; so that both the great American Governments have virtually undertaken for the first time, and for the promotion of important public purposes, the task of keeping open and in a workable condition the tracks of two railways located in high northern latitudes.

THE New York *Tribune* gives the following as the programme of the fast-mail trains put on between New York and Cincinnati on Monday, December 17th:

"A train will leave New York at 4:30 A. M., taking Boston mails, leaving that city on the evening previous at 7 o'clock; it will reach Philadelphia at 7:30 A. M., Baltimore at 11:25 A. M., Washington at 1:02 P. M. This train has a New York and Washington postal-car. At Washington it will connect with a local train for Harrisburg, at which place the mail will arrive at 10:40 A. M., connecting with trains north and south. Mails by this train will reach Elmira in advance of any other trains. At Philadelphia it will also connect with local trains on all roads leading out of that city. By this arrange-

ment all mails ready for dispatch from New York at 4:35 A. M., or Boston at 7 P. M., will be delivered in all points in New Jersey, Eastern Pennsylvania, Delaware, Maryland, and portions of Virginia about noon. To the train leaving at 6 P. M., through to St. Louis, will be attached a postal-car, connecting at Columbus with a postal-car for Cincinnati. This train connects at Pittsburg with trains which will deliver mails in all parts of Ohio the day after its departure from New York, and will connect at Cincinnati with a fast train through to Nashville, Mobile, New Orleans and the whole South, and at St. Louis with through trains to Kansas, Colorado, Texas, Omaha, and the Pacific States. A railway postoffice-car will be dispatched on the 8:30 A. M. train, which will run through to St. Louis, connecting at Columbus with a postal-car to Cincinnati. Connections will be made by this train at Cincinnati for Louisville and the South; at St. Louis for all points in Missouri, Kansas, and the Southwest. This train will connect at Philadelphia with trains through to Richmond, Virginia, taking all mail accumulating after 4:35 A. M. prior to its departure."

THE annual report of the Postmaster-general shows that the service was divided as follows: Railroad routes—length, 72,348 miles; annual transportation, 77,741,172 miles; annual cost, \$9,543,134—about 12.27 cents per mile. Steamboat routes—length, 14,883 miles; annual transportation, 3,704,533 miles; annual cost, \$606,465—about 16.37 cents per mile. Other routes, upon which the mails are required to be conveyed with "celerity, certainty, and security"—length, 194,567 miles; annual transportation, 54,824,003 miles; annual cost, \$5,051,541—about 9.21 cents per mile. The railroad routes have been increased in length 2,265 miles, and in cost \$326,616, against an increase in the previous year of 2,349 miles in length and \$626,855 in cost.

TO BE SOLD FOR DEBT.—Under a bill of foreclosure in the United States Court, the Detroit, Lansing & Lake Michigan Railroad was sold at public auction at Detroit, on December 13th. The amount of interest in default on its bonds at the time of the commencement of the foreclosure proceedings was \$681,000.

THE Chicago & Alton Railroad Company is making a hot fight against the scalpers of Chicago. Judge Beckwith, the attorney of the road, in a recent interview with the *Inter-Ocean* reporter, is reported as having said:

I am fully satisfied of the constitutionality of the law. The Legislature has an undoubted right to make proper police regulations for the conduct of every description of business. In all classes of business in which the public are liable to be imposed upon, it is not only proper but absolutely necessary that there should be proper police regulation to prevent imposition. Weights and measures are regulated. Hackmen and others are required to take out licenses, for the purpose of protecting the public from imposition. Venders of railroad tickets, on the same principle, may be required to take out licenses, not for the purpose of raising revenues, but for the purpose of identity and to prevent imposition. The impositions of these scalpers had become enormous, and rendered the passage of the act an absolute necessity.

The trial of Mulford, one of the firm of Mulford & McKenzie, ticket-scalpers, of Clark street, Chicago, upon the indictment recently found against him under the provisions of the Scalpers' Law, will come up shortly in the Criminal Court probably. It is expected that a strong fight will be made over the case, as it will involve a test of the constitutionality of the law.

THE question of the legality of the limitation of lay-over tickets was recently decided in the Illinois Supreme Court. A passenger, having bought a ticket at Chenoa, McLean County, Illinois, to Chicago, over the Chicago & Alton Railroad, wishing to stop over at Joliet for a time, procured from the conductor a lay-over ticket, which was stated on its face to be invalid after thirty days. Having remained more than thirty days, the passenger presented it in lieu of fare, and, refusing payment, was ejected from the train. Suit having been brought, the passenger claimed broadly that a railroad company has no right to prescribe when and how the journey shall be made for which it has sold a ticket. The court decided that the contract entered into by the company in

selling a ticket is entire in its character, and gives the holder the right to make the journey as a whole; that when the company has entered upon the performance of its contract the passenger has a right to insist that it shall continue until completed; and that, on the other hand, the company has the right also to insist that it shall continue until completed. The passenger has no right to a lay-over ticket, and any one that the company may give him makes a new contract, executable according to the terms expressed in it.

THE *Railway World* says, regarding the German prices for rails:

On the 8th of November the Right-Bank-of-Oder Railroad Company opened bids received for a large quantity of rails. The prices bid were very little higher than those offered in Belgium a few weeks ago. Some iron rails were called for. These were offered by three works at \$38.65, \$41.50 and \$41.65 per ton of 2,240 pounds. A small order for puddled steel rails for switches was sought at \$51.30 and \$51.55. There were sixteen bids by ten works for Bessemer rails, and the prices varied from \$39.22 to \$43.80 per ton. Only one of the bids for iron rails was lower than the lowest bid for Bessemer steel, and there were seven bids for steel lower than the next to the lowest bid for iron. The lowest bidder for steel put in three other bids, twenty-five, fifty and seventy-five cents per ton higher, respectively, for part of the order, bidding in all for 13,000 rails; and its highest bid was lower than any other. The iron rails were to weigh seventy-three pounds per yard, the steel rails seventy-five pounds.

ARRANGEMENTS have been made to commence running through trains over the Chicago & Northeastern Railroad by January 10th. Since the completion of this road to Vernon Junction (now called Durand) it has given the Grand Trunk Railroad at Port Huron twenty car-loads of freight daily; and that road will loan the Chicago & Lake Huron 1,000 cars, in addition to 300 being built by the Michigan Car Company for them at Detroit. Twenty-two new engines have been contracted for, and six have been received. A car-shop has been erected at Port Huron, thirty-four by sixty-two feet, employing about forty-five hands; and one palace-car has already been turned out, fully equal to

any made by the large eastern car companies. Over the windows of the cars are the words, "Chicago, Port Huron & Canada." This line passes through the finest part of Michigan, tapping sixteen important roads—being a feeder to some, and a competing road with others. It connects with the Grand Trunk at Port Huron; with the Bay City Division of the Michigan Central, at Depeer; with the Flint & Pere Marquette, at Flint; at Durand with the Detroit & Milwaukee; at Lansing with the Jackson, Lansing & Saginaw, and the Detroit, Lansing & Lake Michigan, and the branch of the Lake Shore & Michigan Southern; at Charlotte with the Grand River Valley Division of the Michigan Central; at Battle Creek with the main line of the Central; at Schoolcraft with the Kalamazoo Division of the Lake Shore & Michigan Southern; at Vicksburg with the Grand Rapids & Indiana; at Cassopolis with the air-line of the Central; at South Bend with the main line of the Lake Shore & Michigan Southern; at Stillwater with the Indianapolis, Peru & Chicago; at Haskell's with the Louisville, New Albany & Chicago; and at Valparaiso with the Pittsburg, Fort Wayne & Chicago, over which track it has the right of way to the Queen City—a total distance of 320 miles from Port Huron to Chicago. Chicago & Lake Huron, *via* Grand Trunk, from Chicago to New York, 940 miles; Chicago & Lake Huron, *via* Great Western, from Chicago to New York, 949 miles.

Reports to the Railroad Commissioner's office show that, from July 1st to October 31st, there were twenty-six fatal accidents on Michigan roads, twenty-two that were not fatal, and three that resulted in damage to cars.

THE Superintendent of the Louisville, New Albany & Chicago, it is said, has issued an order to employes that if they carry concealed weapons, they—the employes, not the weapons—shall be discharged. When they—the employes, not the weapons—"go off," there is doubtless an explosion, and the Superintendent probably gets severely blown up. The order may be advisable in some cases, but we can think of roads where it might hurt more of the breach than at the muzzle, as it were; for instance, through certain regions of Missouri, Kansas and other countries, where gentlemen in disguise have a fashion of hopping upon the train and or-

dering the hands to say nothing while they do a little plundering. In such cases a few well disposed revolvers in the hands of enginemen, conductors and brakemen, might have a preservative influence. Certainly the knights of the road would like very well to know beforehand that all hands were required to go unarmed.—*Railway Age.*

Vermont Legislation.

The Vermont Legislature, at its recent session, passed a law authorizing the authorities of any town or city, on petition of a railroad company, to commission such of its employes as may be designated as police. Notice of their appointment is to be filed with the Secretary of State, and they may be removed by the town authorities or company upon due notice. They shall wear badges to designate their authority and have all the usual powers of constables or policemen upon the trains and premises of the road. Persons arrested by them on the cars may be carried to any town or city not more than twenty miles from the place of arrest. The law also provides a fine of from \$2 to \$20 for loitering about a depot, and a fine of from \$2 to \$20 for refusing to pay fare on the cars. Another law provides that the penalty for misplacing a switch, removing a rail or obstructing a track shall be not less than two nor more than twenty years' imprisonment at hard labor. If any person shall be hurt in consequence of such act, the term may be increased by not more than twenty years. An amendment to the general law provides a fine of not more than \$500 for any person who shall run a locomotive upon the tracks of a road without due authority or permission from the company. If such action shall cause a collision whereby life is lost, the unauthorized runner may be held for manslaughter. Another amendment provides that no judge shall be disqualified to sit in a railroad case, no officer of court shall be disqualified from acting, and no citizen be prevented from serving on a jury or a commission to condemn lands by reason of being a citizen or a tax-payer in a town holding stock in the railroad company which is a party in the case. Lastly, a new law provides that any telegraph company may put up its line on or through land belonging to a railroad company on payment of a reasonable compensation. If the amount of compensation can not be

fixed by agreement, commissioners shall be appointed to decide the question in the same way as for the condemnation of lands.

Reorganizing the Kansas Pacific.

About sixty men interested in the first mortgage bonds of the Kansas Pacific Railroad met in the Drexel building, New York, recently, at the call of Henry Villard, one of the receivers. Mr. Villard stated that his object in calling the bondholders together was for the purpose of bringing before them the desirability of appointing a committee to consider and propose a plan for the reorganization of the company, and also to correspond with the German bondholders, who were anxious that such a committee should be appointed here. Mr. Villard attributed the cause of the failure of the company to pay its regular dividends in great measure to the competition offered by the Atchison, Topeka & Santa Fe Railroad, which runs nearly parallel with and close to the line of the Kansas Pacific. The chairman was authorized to appoint a committee of nine for the purposes above indicated, and first mortgage bondholders were requested to send their names and the number of bonds held by them to the secretary of the meeting. A. H. Holmes, at No. 120 Broadway, and also to suggest the name of a person to be appointed on such committee. Mr. Villard's office will be at No. 20 Nassau street, room No. 24.

ANOTHER English traveler has won a signal victory over a railroad corporation. He brought suit for the recovery of four shillings which he had paid for a cab in consequence of the neglect of the Midland Railway Company to provide accommodation for himself and wife in a train leaving the Central Station, Liverpool, for Mersey road, for which they had taken first-class tickets. On reaching the train it was found that there was only one seat vacant. The railway officials offered him two seats in a first-class smoking-carriage; but these he declined, and took a cab to his destination. The judge held, a fortnight ago, that the company was bound to take the plaintiff by the train for which he had purchased tickets, and that the offer of seats in a smoking-carriage did not free them from liability.

Texas railroads are all overloaded with cotton, and running behind time.

Items of Interest.

The Cincinnati, Avondale, Glendale & Hamilton Railroad Company filed its articles of incorporation December 11th. The capital stock is \$300,000, divided in \$50 shares.

Fred. B Strade, of St. Louis, was arrested at Omaha on the 9th of December, on a charge of stealing thirty-seven first-class tickets from St. Louis to San Francisco at \$4 408. He admitted the crime, and was taken to St. Louis by the constable.

The Dayton Short-Line Depot is overcrowded with freight, which can not be shipped through for want of a sufficient number of cars.

The trestle-work of the new bridge for the Southern Railroad, over the Ohio River at Cincinnati, was swept away by the recent ice gorge.

Madison County, Ky., voted, by a majority of 859, to take \$250,000 stock in the Richmond, Irvine & Three Forks Railroad. The bonds to be issued are 5-20s, bearing eight per cent. interest.

The first regular train with the new air brake was run over the Ohio & Mississippi Road on the 16th of December.

The Directors of the Rock Island Road have declared a quarterly dividend of two per cent., payable February 1st.

The Union Pacific Railroad has declared its quarterly dividend of two per cent., payable January 1, 1877.

The stockholders of the Cincinnati & Eastern Narrow-Gauge Railroad, on December 11th, unanimously authorized the building of the branch line from Newtown to New Richmond, and also a branch line *via* Georgetown to Ripley and Aberdeen, on the Ohio River. So soon as the necessary subscriptions asked from the people shall have been raised, the work of construction will commence.

The greatest French railway system is the Paris, Lyons & Mediterranean. The extent of open line comprised in this system at the close of 1875 was 3,195 miles, while the company is either constructing or has obtained concession for a further length of 1,228 $\frac{1}{2}$ miles. When these new lines are completed, the system will thus embrace 4,423 $\frac{1}{2}$ miles. The directors are also still pursuing a policy of extension.

The management of the Chicago, Burlington & Quincy Railroad has now definitely decided upon the disposition to be made of the St. Louis, Rock Island & Chicago Railroad which it has lately acquired. The road will be run as a division of the Chicago, Burlington & Quincy, except that part of the line between Sagetown and Keithsburg, heretofore known as the Mississippi Division, which will be attached and operated as a part of the Galesburg Division of the Chicago, Burlington & Quincy Railroad.

A circular has been issued by Messrs. Moran Brothers and others in opposition to the scheme of reorganization of October 1, 1876, of the Mobile & Ohio Railroad. The general grounds of objection are: 1. That the trustees, Duncan and Elliott, have favored floating debt creditors. 2. That \$736,000 of coupons from first mortgage bonds paid for the company prior to May, 1875, are now presented as a first mortgage claim. 3. That the Tennessee State claim of \$2,000,000 and upward should not take precedence of first mortgage bonds.

The Northern of France Railway claims to be in possession of an apparatus, invented by an American engineer, which will enable any one of the passengers to stop in twenty-five seconds a train traveling at the rate of fifty miles an hour. In order to accomplish this so many carriages, in proportion to the length of the train, are fitted with a brake to which is attached a pair of bellows, shaped like a cylinder. These bellows, in appearance, resembling a Venetian lantern, contract under atmospheric pressure as soon as a vacuum is produced, and force the shoe of the brake against the wheel. The rarefaction of the air is produced in the following manner: The bellows attached to each wheel are connected with one another by a gutta-percha tube which runs from the engine to the last carriage in the train, and which is fed from the boiler. By pulling a string the passenger lets the steam in the tube, and from the tube it will make its way into the bellows. The vapor will expel the air, and as it condenses, create a vacuum, which will cause the bellows to contract and set the brakes in action. It is stated that the experiments already made show that this apparatus works in such a way that a train can be brought to a standstill without causing the slightest shock.—*Pall Mall Gazette*.

Horrible Accident.

Danville Advocate: The track-layers on the Southern Railroad are pushing ahead south of Fishing Creek, and, with good weather, will soon reach Somerset.

Receiver Jewell, of the Erie, has applied for and obtained permission to pay a year's interest on the fifth mortgage bonds of the Company.

The Cincinnati daily papers are now running a special train from Cincinnati to Terre Haute, Indiana, *via* Indianapolis.

The cutting down of the pay of the employes on the Indianapolis, Bloomington & Western Railroad, and the failure of the Receivers to liquidate the back pay, causes much dissatisfaction.

The Indianapolis, Cincinnati & Lafayette Railroad Company has just completed the laying of the last received ten miles of steel rails, which gives them sixty-seven miles of steel track on both divisions.

Mr. Wood, who was killed in the accident at Adams, on the Pittsburg, Fort Wayne & Chicago Railroad, last Saturday night, was the first passenger that has been killed on that line for five years. Had he remained in his seat his life would have been saved.

The St. Louis, Bloomfield & Louisville Narrow-Gauge Railroad Company is now running freight trains forty-six miles west from their connection with the Indianapolis & Vincennes Railroad, and expect to get the road in shape to run passenger trains in a few days.

The side tracks at Indianapolis of the Indianapolis & St. Louis, the Vandalia, and the Indianapolis, Bloomington & Western roads, are filled with loaded cars in transit East. With the exception of the Erie & Pacific Dispatch Freight, the cars are billed over the Bee line.

Only eight railway passengers were killed and sixty-eight injured in Illinois during the past year, while of railway employes 102 were killed and 262 injured. This indicates how much greater is the ratio of danger to the hard-working train men than to the travelers over whose safety they watch.

Tenders are asked by Inspector Wallace for the conveyance of Her Majesty's mails through the province.

Work has been commenced in earnest on the Dallas & Wichita Railroad.

A railroad disaster of the most fearful character occurred at Ashtabula Creek, in Northeastern Ohio, at eight o'clock on the evening of December 29th. The Pacific Express, consisting of seven passenger and two parlor coaches, while crossing the bridge over the creek, broke through the structure and were precipitated a distance of seventy-five feet into the creek below. The wrecked coaches took fire, and the loss of life is fearful. The number of passengers is stated at 175, of which it is supposed nearly one-third perished, while a large number were injured. The engineer and fireman were badly injured, from the effects of which the faithful fireman has since died.

Serious Accident to Bro. Sayre and Wife.

The eastward bound express train on the Cleveland, Columbus, Cincinnati & Indianapolis Railroad, when near Bellefontaine, Ohio, on the morning of December 25th, was thrown from the track by a broken rail. Bro. Sayre, Grand Secretary and Treasurer of the Brotherhood, and wife were passengers on the train when the accident occurred, probably on their way to spend the holidays with some friends, and were quite seriously injured. Mrs. Sayre has been in a very critical condition ever since the accident occurred. Bro. Sayre, however, is fast improving, and will soon be attending to business as usual. They were both removed to a hotel at Bellefontaine, where they have ever since received every attention. Bro. Sayre has the sympathy of all brothers. Several passengers were fatally injured.

THE Denver & Rio Grande road has made a failure of its two hundred-foot tunnel, near the summit of Velta Pass, in southwestern Colorado. The grade will have to be raised four feet above the surface to prevent blockading by snow.

LOCOMOTIVE FIREMEN'S

Monthly Magazine

DAYTON, O., JANUARY, 1877.

Contributions.—*Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c*

Subscription Notice.

Several Lodges failed to receive their **MAGAZINE** of last month. This was the fault of the Post-office Department. The **MAGAZINE** was mailed to every subscriber, and if they failed to reach their destination, it was no fault of ours. Those who failed to get their books were promptly supplied on notifying us. We will take measures to remedy this matter in the future.

A number of Lodges have not yet forwarded their subscription. They should call a meeting of their respective Lodges at once, and appoint agents to solicit subscriptions. Every Lodge should report by the 15th of January.

BRO. WISE let us hear from you again.

We would be pleased to have another contribution from **BRO. BENNETT**, of No. 5.

Would be pleased at the Grand Office to hear some returns from the Grand Master's circular.

Those Lodges having sent subscriptions should try and enlarge them as fast as possible.

BRO. DONEVAN let us hear from you again. Your contribution for this number is excellent.

No. 12 WILL accept our thanks for complementaries to ball, and, if possible, we will be on hand.

We would be much pleased to hear from Nos. 1, 15, 16, 19, 21, 27, 28, 29 and 32.

BRO. H. M. BAKER starts north to institute a Lodge at St. Paul, Minnesota. Our brothers at Austin, Minnesota, are alive, and always have some fresh news to communicate.

Locomotive firemen wishing to start a Subordinate Lodge, on the line of their road, can get all the information necessary, and blank applications, by addressing **Wm. N. Sayre**, Grand Secretary and Treasurer, Indianapolis, Indiana.

No. 13 WRITES: "Bro. Thomas Cronan lies very ill. We are doing our best to make him comfortable." Bro. Cronan is an energetic worker.

ANSWER TO MANY QUESTIONS.—The two degrees can not be conferred on the same night without a written dispensation from the Grand Lodge.

Our statement to the effect that wages paid to engineers on the mileage system, in our last issue, was misrepresented to us, the amounts being greater than reported.

BRO. H. W. PLUMMER, Past Vice Grand Master, has been Centennializing. Many brothers, from near and far, would like to hear his opinion on the engines on exhibition in Machinery Hall. Speak up Plum.

ATTENTION is called to the communication headed "Query." This is a first-rate way for all to keep posted in regard to any new improvements. Will some Brother reply to the "Query" in the next number of the **MAGAZINE**?

OFFICE GRAND SECRETARY & TREAS., }
B. OF L. F. INSURANCE Co. }

Fully appreciating the many favors shown our Association and its officers, during the past year by officers of railroads throughout the United States, we herewith tender our thanks, and trust we have acted with credit to all, with the intention of placing our Institution in such a sphere as to be a protection to our companies as well as ourselves. We sign our names as **FIREMEN.**

BRO. HOTCHKISS, of No. 40, is one of the most earnest workers in the Brotherhood. He deserves much credit for his untiring efforts in the interests of the Order, and his services are duly appreciated.

F. N. SCHOOLEY, of Seymour, promises us a big Lodge at Vincennes, Indiana. We are pleased to see Frank up and agoing.

THE Union and Central Pacific Railroad Companies gave the delegates to the Conductors' Convention, at Omaha, a grand excursion to San Francisco. The brothers of the "punch" enjoyed their trip, and will long remember their tour to the Pacific coast.

We respectfully request articles for publication in our MAGAZINE. There is much talent slumbering in many of our Lodges, and only requires stirring up.

SEVERAL Lodges have not as yet sent in their subscription to the MAGAZINE. Let them call a meeting of their Lodge at once and appoint a general agent, who should select at least one good assistant on every division within his jurisdiction. If every Brother would take an active interest in the success of the book, and solicit subscribers, as well as subscribing himself, we can make the MAGAZINE a grand success. Let all try.

BRO. ACHEY, of No. 26, in a letter to us, gives a vivid description of the firing of a wood-burner on the N. & C. Road, in the month of March, 1873. He says: "I slept five nights in bed during the month; broke four front window-glass nodding, and the last trip fell sound asleep going down Cumberland Mountain; also fell off my box and got a black eye in the operation. Miles run, 4,225. Wages received, per month, \$121.50; 16½ hours to each time-card." Bro. Achey has our sympathy, for black eyes are not at all pleasant things to have. The boys all have something to say about it, you know. Let us hear from you again, Bro. Achey.

BRO. H. M. BAKER, of North Star Lodge No. 39, at Austin, Minnesota, writes as follows: "I am, with many other brothers, fully aroused to a sense of duty, and we will have every fireman in the State of Minnesota into the Brotherhood of Locomotive Firemen before the next setting of the Grand Lodge." Wish we had a few more like Bro. Baker.

We are in receipt of a letter from Bro. Swartout, of No. 4. He has taken up his head-quarters in Bald Springs, Texas. Would be pleased to hear from him often.

LITTLE DROPS OF WATER MAKE GREAT SEAS.—How many of our Brothers ever think of this when going to the lodge-room of an evening, "yet like little drops of water, we can swell our numbers fast," by each member bringing up one application for membership. Do not exert yourself to secure every one who may be known as a fireman, yet bring but one name in twelve months and your lodge-room will soon become as the sea spoken of. Do not solicit candidates without first presenting them with a Constitution and By-Laws, that they may come in with their eyes open, and to be as a working member and not an ornament. Let's try.

BALLS.—Blooming Lodge, No. 40, gave their first annual ball November 21st.

Scranton Lodge, No. 7, will hold their third annual ball on the evening of January 19th. All brothers are invited. It is hardly necessary to say it will be a grand affair.

Union Lodge, No. 5, at Galion, Ohio, gave a ball on Christmas night. A merry time was enjoyed by all.

The locomotive firemen on the St. Louis Division of the T., W. & W. Railway gave a grand ball November 28th. The object was to raise funds to furnish their hall and to reorganize into the B. of L. F. For a long time this division has been made up of I. F. U. firemen. They now embrace the "B," and are well pleased.

No. 36 gave a ball November 21st. As usual it was a grand success—the hall was filled with the beauty and fashion of the city. The supper was one of the important features of the evening, and was loudly praised by all. A return of thanks was voted Master Mechanic J. C. Wills; also John Silsbey, Foreman, and F. Du-Feil, Time-Keeper, for kindness rendered. The boys cleared nearly one hundred dollars. The ladies were also remembered for their untiring efforts to make the supper a success.

New Lodges.

No. 57 was organized, November 26th, at Boston, Massachusetts, by Bro. Sayre, our Grand Secretary, assisted by O. W. Cutler, George Bragg, H. Howard, and George Granville, of Providence Lodge, No. 25. At 10:30 P. M., Bro. Sayre and assistants entered the Division rooms of No. 61, and found one hundred and seventy-six members of the Foot-board present. After a fifty-minutes speech by Bro. Sayre, followed by words of encouragement from Chief Johnson, and Mr. Wilbur, of the Division of B. of L. E., and Mr. Stevens on behalf of the firemen, Bro. Sayre proceeded to organize Boston Lodge, No. 57,

there being one hundred and twenty-one ready to assume the obligation. The selection of officers was good, and it is with pleasure we record their names in our register.

Bro. Sayre and members of No. 25 return a hearty vote of thanks to the Reception Committee and the brothers generally of 57. May they live long to enjoy the benefits of our noble Order.

December 3d, Bro. Sayre, assisted by brothers of Nos. 2 and 3, also Vice Grand Master J. Broderick, organized a Lodge at Hoboken, New Jersey. This was formerly a Union Lodge, and the first one ever organized, known as No. 1, I. F. U. Bro. Sayre received the charters as he always does in converting the Union into the B. of L. F. This makes the *thirty-ninth* charter he has taken up, with applications in from eight other Union Lodges. This Lodge is known as Star Lodge, No. 58, and is composed of a fine lot of men.

On November 26th, Bro. Seaphart, of No. 44, being deputized to institute a Lodge of the B. of L. F., at Topeka, Kan., accomplished the object to good success, with a fine set of officers. Will give their meeting nights and place of meeting soon.

Insurance.

Many of the members of our Insurance Company are slow to pay in their assessment. Now this is all wrong, and you can only make one investment of this kind in your life to know how well your efforts have been repaid. Our deceased Brother, John Huff, has left behind him a worthy subject of our charity, and an immediate payment of the one dollar assessment will do much in the way of assistance. Let all pay up, and be manly in their actions toward those left to mourn. Such members as have been given an extension of time to pay for their policy, will remit by the 15th of January, or their names will be dropped from the Roll of Members.

FINANCE COMMITTEE.

Annexation.

The question is asked our members from time to time why we do not annex with the I. F. U. We beg leave to answer through the columns of our MAGAZINE thus wise: The progress of the I. F. U. at the time of the founding of the B. of L. F. was doubtful, and not having such laws to govern, nor such objects as was requisite to keep up with the times, and no move being made to make any such, we organized the institution now known as the B. of L. F. Our success has exceeded our every expectation, and it is well known to all that we have never been asked to consolidate with the I. F. U. On the other hand, we have not only invited them to annex, but have been successful in taking in thirty odd lodges of the Union, and have applications for six since November 20, 1876. Time is all that is needed to show up which is the "legitimate Order."

Rates, Mileage, &c.

Penn. Central R. R.

Passenger Service.—Pittsburgh to Altoona, 117 miles; time, 3:50. Rate, \$1.80 per trip.

Freight Service.—Pittsburgh to Conemaugh, foot of Alleghany Mountains, 81 miles; time, $7\frac{1}{2}$ to 8 hours. Rate per trip, \$1.80. This is an average rate on all the main line divisions of the Pennsylvania Railroad. Average earnings per month, \$55.00. Engines built by company at the Altoona shops, "Mogul," large boilers, and long-stroke cylinders.

C. C. C. & I.

Bee Line Division.—Galion to Union, 118 miles. Passenger and freight engine firemen, \$2.08 per trip. Union to Indianapolis, 84 miles. Passenger firemen, \$1.48 per day; freight firemen, \$1.77 per day. Average Earnings—Passenger firemen, per month, \$55.00 to \$65.00; freight firemen, per month, \$65.00. Business for the

last ten months has been unusually good for the firemen, many of them earning as high as \$85. The new shops and round house, situated at Brightwood, three miles east of the present one, will be ready for engines about January 1st, when our Brothers will be apt to take up their residences in the suburbs.

Nashville & Chattanooga.

Firemen receive two cents per mile for freight; engineers, four cents. Passenger firemen get \$5 per trip, and make thirteen and fourteen round trips per month. Wages have been reduced here.

St. Louis, Kansas City & Northern.

The brothers of No. 54, working on this line, are paid as follows: Eastern Division, 146 miles long, Moberly to St. Louis. Freight firemen get $2\frac{1}{4}$ cents per mile, making \$6.57 per round trip; average, fourteen round trips per month. Passenger firemen average \$54 per month. Western Division, 128 miles, Moberly to Kansas City. Northern Division, Moberly to Ottumun, 131 miles; average pay like Eastern Division.

OFFICERS' REGALIAS, full jeweled, finely laced and fringed, gilt and plated emblems; eleven pieces, of a superior quality, furnished for \$60 a set. Members' regalias \$12 a dozen. Seals furnished for Subordinate Lodges on thirty days' time at \$7 a piece. Apply to the Grand Secretary and Treasurer.

BRO. O. W. CUTLER, of No. 25, says he can give full particulars relative to the mixing of chemicals for photographic purposes.

WE learn that a new passenger engine is in course of construction for the Dayton & Michigan road, at the company's shops at Lima, Ohio.

THE Ohio Falls Car Works now employ five hundred and ten men.

[For the B. of L. F. Magazine.]

OUR MAGAZINE.

BY J. E. DONEVAN.

Bro. Sayre, if you'll listen a moment,
(I know you will say, "*he but dreams*,")
But not so, I'm awake, and in earnest—
I'm in receipt of those new "*MAGAZINES*."

Last Saturday, if I rightly remember,
Cold, indeed old "*Boreas*" blew,
After wrapping up snugly and warmly,
I hastened out, an errand to do.

My errand was done very shortly,
And being thankful I'd got to the end—
Jammed my hands farther down in my pockets,
And my way to the post-office did wend.

After warming myself for a moment,
I longingly gazed at my box,
Which is one of the kind that opens and shuts,
And when it swings shut, why, it locks.

And on the inside, neatly rolled up,
Imagine how well it pleased me
To find the "*magazines*," six in number,
The charges all paid—they were free.

I was pleased and surprised in its size, Brother,
In its neatness, its beauty and taste,
And the manner in which it made useful
Many matters now gone to waste.

And I confidently hope *all* the Brothers,
And all those who are yet on the fence,
Will come on the side of our bold "*MAGAZINE*"
With a rush, and a dollar ten cents;

Let every one do but a little
In advancing the good work we've begun,
And in a short time, we'll be wearing with pride,
The laurels our efforts have won.

Hornellsville, N. Y., December 23, '76.

Query.

CHICAGO, Dec. 22, 1876.

Editor B. of L. F. Magazine:

If an engine is running at a rate of twenty or thirty miles an hour, and it becomes necessary to reverse her, and before the train has come to a full stop the cause for stopping is removed,—why is it the reverse lever will go ahead with such force when the latch is raised?

R. V. D.

From Oregon.

To the B. of L. F.:

BROTHER FIREMEN: Though not a member of your Order, I must express myself through your *MAGAZINE*. As to the benefits of such a noble institution—and away out here where we have no such, and can not until such times as our company stocks the road with engines and we have numbers, I will content myself by reading your valuable book and wait. Now, if I could only show up to all firemen the many reasons why they should belong to an Order of this kind, it would do my heart good. Here where no sound except that of our fire engine whistles is heard, or the silvery notes of our bells as we ring them, to denote civilization, would be the spot to send all who did not join the Order when they had an opportunity so to do. Brothers, I am with you in all your good undertakings. You are looked up to. Be careful of your every act, and victory will crown your every effort.

Truly yours, OREGON.

From Terre Haute, Indiana.

Editor B. of L. F. Magazine:

I wish to acknowledge the receipt of the first issue of the *BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE*. Its pages were eagerly read, and I can assure you that we are justly proud of having such an intelligent sheet at our command, in which we have the privilege of exchanging thoughts and ideas. We can now truly say that another triumph has been effected, and that success is inscribed upon the banner of our Brotherhood. Though our Order is not yet fully developed, its cause has established a reputation, which every member is determined to maintain. Each day we are increasing in numbers, and ere long we will claim every dutiful locomotive fireman a member of our beloved Order. In support to this, I might point to you our own Lodge. But two years

ago, we were organized with twenty charter members, and, for a number of months, found it difficult to follow in the path marked out by our faithful Grand Officers. To-day we can count forty-five members *tried* and *true*. Other Lodges have increased accordingly, and those who at first frowned upon our efforts, are now willing to be one of us. Much credit is due our Grand Secretary and Treasurer, for the untiring labor which he so willingly bestows in advancing a cause for locomotive firemen, whose motto is Benevolence, Sobriety, and Industry.

Very respectfully, E. V. D.
Vigo Lodge, No. 16.

CINDERS.

The Cleveland, Columbus, Cincinnati & Indianapolis Railroad Mutual Insurance Association held its seventh annual meeting at Cleveland, on the 13th of December. All the old officers were re-elected for the ensuing year. The President's report shows the association to be in a very prosperous condition, the membership now being 1,722. Twenty-one assessments have been paid the past year, eighteen for deaths and three for disabilities. An amendment to the laws was adopted fixing the age of applicants for membership at forty years instead of fifty, as heretofore.

The Pennsylvania Railroad Company, on the 5th of December, circulated a congratulatory address to the employes of the road for their faithful attention to duties during the Centennial. The Baltimore & Ohio Railroad sent their employes a check, beginning with the conductors at \$100 and ending with the firemen, who received \$40 each.

Engine No. 29, of the Cincinnati, Hamilton & Dayton Railroad, jumped the track under the Eighth-street bridge at Cincinnati recently, but fortunately was very slightly damaged.

The baggage-masters, brakemen, and porters on the Indianapolis, Cincinnati & Lafayette Railroad have been supplied with a new and neat badge, indicating their respective positions.

The Adams and the American Express Companies employ about 8,000 men, 1,900 horses, 1,200 wagons, and use 3,000 iron safes. The messengers travel more than 100,000 miles daily, or nearly 33,000,000 miles yearly.

The passenger engine, "Seth Evans," on the Dayton Short-Line, was ditched on the night of the 28th of November, near Dayton. The engineer was slightly scalded. No passengers were injured. The fireman jumped in time to save himself. The engine was raised on the 3d of December and taken to the company's shops for repair. Cause of the accident, a misplaced switch.

Railroad men who are experts in judging of roadbeds pronounce the first fifty-five miles west from Cincinnati, of the Indianapolis, Cincinnati & Lafayette Road, to be the smoothest and best ballasted piece of track in the West.

The first sleeping-car constructed by Mr. Pullman, which was regarded as a wonderful palace in its day, is now used as a boarding-car for trackmen on the Chicago & Alton Railroad.

The subject of pure water has as much interest to railroads as any other industry. One locomotive with 16x24 inch cylinders, will evaporate 5,000 gallons of water per day, of 1,800,000 gallons per year. If this water contains 84 grains of solid matter per gallon, there will be ten and a half tons of deposit in the boiler.

John Butler, a section hand on the Louisville Short-Line, attended a wedding recently, and, taking a drop too much, sat down on the track at South Covington, where he was run over by a train, and it is thought fatally injured.

THE amount of water evaporated by a boiler in a given time, depends not only on the heating surface, grate surface, and draft area, but also upon the conducting powers of the boiler and the amount of air which passes through the furnace in a given time. A locomotive, for instance, burning ten pounds of coal on each square foot of grate surface in an hour, will evaporate about nine pounds of water for each pound of coal, under the most favorable conditions. The same boiler, running at a high rate of speed and burning seventy-five pounds of coal on each square foot of grate surface, will evaporate seven of water for each pound of coal burned.

TO FIND the safe working pressure of any boiler, multiply the thickness of the iron by 56, if single-riveted, and 70 if double-riveted; multiply this product by 10,000 (safe load); then divide this last product by the external radius, less the thickness of the iron, and the quotient will be the safe working pressure in pounds per square inch. In this rule, however, 50,000 pounds per square inch are taken as the tensile strength of boiler iron, and one-fifth of that, or 10,000, as a safe load. Hence, five times the safe working pressure, or 50,000 pounds, would be the bursting pressure.

A STRIKE of engineers on the Grand Trunk Railway occurred on the 30th of December. A correspondent at St. Albans, writing, on the 24th ult., regarding the prospects for this strike, said: "It is asserted that the Grand Trunk official have discharged men quite recently who have been in their employ for years, and who have always been considered trustworthy men with trains. Last night and to-day several idle engineers, formerly of the Central Railroad, left for Montreal. It is rumored that some of these men stated that if there was a strike they were ready to work, notwithstanding their member-

ship with the Brotherhood. St. Albans Association of Locomotive Engineers held a secret meeting this afternoon. What transpired at this meeting is not known. The report has gained considerable circulation that the discharge of the engineers on the Grand Trunk Railway was done for the sole purpose of inaugurating determined effort upon the part of several leading railroads of the country to break up the Brotherhood of Locomotive Engineers, which is known to be one of the most solid organizations in this country.'

The Brotherhood is an organization that has for its motto: "Sobriety, Truth, Justice, and Morality." An organization that requires each member to be fully competent to do the work for which he is enlisted; to look to the safety of the traveling public, and in every way possible study the interests of the companies for which they are employed. And this is the Brotherhood which the officers of the Grand Trunk seek to abolish. It will be found quite a hard matter to disband such an army of brothers who maintain such noble principles as the Brotherhood of Locomotive Engineers.

TO FIND the heating surface in the tubes of locomotive boilers, multiply the circumference of one tube in inches by its length in inches; multiply that product by the whole number of tubes in inches, and divide this product by 144, which will give the heating surface in the tubes in square feet.

MR. P. H. MARTIN, Time-keeper of the A. & G. W. Railroad Shops at Galion, Ohio, reports that the pay-roll of the locomotive department for the month of November amounted to \$11,163.34; the number of men employed, including roadmen, engineers and firemen, 235; and the number of different locomotives running out from Galion, forty-eight.

Is it Enmity?

We notice in a late issue of the *I. F. U. Journal* an article, written by Mr. Hoppman, to the effect that the I. F. U. is the "only legitimate Order of locomotive firemen in existence." We had hoped that Mr. H. would not resort to such ungentlemanly means of misrepresenting the locomotive firemen of the United States, as is certainly the case when he thus places such an article in print, knowing that the Brotherhood of Locomotive firemen have, for four years, carried the banner over many labor organizations. Even through the financial troubles of the day have we steadily increased in numbers, and our Subordinate Lodges now number up to sixty-six; of these some thirty odd were formerly of the Union, and several of them in working order when taken into the Brotherhood of Locomotive Firemen. It is not by false representations that we have caused such a transformation, but simply because we have principles to govern us which our employes and fellow-workman recognize, and too firmly rooted to be shaken by such weak and miserable accusations as have been hurled at us. We seek not to injure any one. Our motto is an indication of this. On the other hand, we would take the hand of all and be as brothers. This we offer, and we are pleased to state that our offers have, in over thirty cases, been accepted by the members of the Union. When such an item meets the view of a fireman or engineer as appeared in the *Union Journal*, we would invite all of the foot-board to examine our membership list, as well as our list of Lodges, the very face of which bears evidence of strength.

In conclusion we would say it is not our object to hold any enmity toward an order of any description, nor do we propose to use the columns of this MAGAZINE for that purpose. On the other hand, we wish all well, and will strive to assist all of our

fellowmen courting the respect due us as a body of men holding positions of such a nature as to require the good will and opinion of all. We hope that Mr. Hoppman will at least remember that we are all working in one common cause, and to discourage is but to lay a stumbling block.

ATTENTION of all Brothers is called to the Black List, which appears in each issue, that they may not be imposed on by those unworthy of recognition. It is with the greatest regret that we are compelled thus to publish men who fail to fulfill their obligation, but it is the only way to make a pure society. The Brotherhood wants none but good members, strictly temperate and dutiful, and those who fall short of this requirement will be compelled to retire from the Order. We are organized as a benevolent institution, yet to be a success we must also encourage morality. This is why the Brotherhood meets with such favor with Superintendents everywhere, as evinced by the congratulatory letters received from many. And while we are thus winning the esteem of our employers, let us continue to study well the interest of those for whom we are employed as well as our own. The laws laid down by the Order are not so strict but that every good fireman can live up to them, but like all other societies we are compelled to occasionally drop a few unworthy members.

THE engineer of the forward locomotive on the train wrecked at Ashtabula bridge, recently, says that he heard a crash, and without having any palpable impression of the cause, instantly pulled the throttle wide open, which drove his engine forward with such sudden force that it broke the draw-bar which connected it with that behind him, and so escaped from going through the bridge. A moment's delay would have been fatal.

THE main loss in the furnace of a locomotive is sustained by the immense velocity in gases while the engine is under a heavy strain. A nozzle that will give, under the ordinary strain of an engine, very satisfactory results, will, under a heavy strain, tear out the fire, or reduce the temperature in gases to a degree where ignition is impossible. This velocity might to some extent be reduced by giving a larger grate-surface, but this cannot be done beyond a certain limit, without inconvenience and loss in other parts of the machinery. It is stated by well-informed engineers that a locomotive under 9,600 pounds strain—even if the influx of the air was well regulated—would still have a velocity in gases equal to 72 feet per second. This is mainly owing to the small available grate-surface, which forces the current to accept a high velocity to fill the vacuum made in a given time. This can be partly avoided by hollow stay-bolts; yet, while their use is beneficial for the above-mentioned purposes, they are productive of an evil almost as bad—that of receiving at times too much oxygen. Brick arches, water-tables and deflectors have been resorted to for the purpose of creating a recoil of the currents and increasing the friction, which may react on the grate-surface, thereby lessening the influx of air, and keeping the gases in contact with the fire for a longer period, in order to render the combustion of the fuel more perfect. Even these means are but imperfect, since the current is never constant, and the square surface of the nozzle always so, which must create imperfections. The only radical mode of obviating these deficiencies, seems to be to regulate the influx of air according to requirements, which may be done by care. Engines of light passenger trains always consume the fuel to a better advantage than the heavy freight engines, because their grate-surface is better proportioned to the work done, and in a light strain

the proportion between the steam expelled and the air inhaled is near the correct one; there not being a large quantity of air inhaled, there cannot be a very great velocity in the current, and consequently the contact between the oxygen and the luminous gases is continued through the time necessary for completing combustion. Air entering through the grate is twice, and in many cases three times, greater than the weight of the discharged steam, while the proportions between the steam discharged and the air inhaled ought in all cases to be about the same.

WE anticipate publishing a portrait and biographical sketch of the different Master Mechanics, giving a brief history of their connection with the respective roads on which they are employed, which will prove very interesting to all. This has been requested by many readers of the *MAGAZINE*, and we will most likely commence the enterprise in the March number, beginning with Lodge No. 1. This will add another important feature to our interesting journal, which already contains a better quality of reading than is found in any other railway journal.

ALEXANDER MITCHELL, the railway king of Wisconsin, is building a magnificent bank building and safe depository in Milwaukee, and in the construction of his money-vaults has hit upon a novel idea. He has made the floor, walls, and top of two thicknesses of railroad rails, and has surrounded this seemingly impregnable barrier against thieves with a very thick wall of stone.

EXTENSIVE experiments at the Brooklyn Navy Yard and Stevens' Institute of Technology, Hoboken, N. Y., go to show that double-riveted seams are from 16 to 20 per cent. stronger than those single-riveted—the material and workmanship being the same in both cases.

AT THE FEET OF JESUS.

At the feet of Jesus,
 Listening to his word,
 Learning wisdom's lesson
 From her loving Lord;
 Mary, led by heavenly grace,
 Chose the meek disciple's place,
 At the feet of Jesus is the place for me,
 There a humble learner, would I choose to be.

At the feet of Jesus,
 Pouring perfume rare,
 Mary did her Savior
 For his grace prepare;
 And from love the "good work" done,
 She her Lord's approval won;
 At the feet of Jesus is the place for me,
 There in sweetest service would I ever be.

At the feet of Jesus,
 In that morning hour,
 Loving hearts receiving
 Resurrection power,
 Haste with joy to preach the words;
 Christ is risen, praise the Lord!
 At the feet of Jesus, risen now for me,
 I shall sing His praises through eternity.

L. R. P.,
Central Lodge No. 22.

IN ALL cases the diameter of the smoke-box should be equal to the diameter of the boiler, and its length, from the face of the flue-sheet to the inside of the front door, about $1\frac{1}{2}$ times the length of the stroke of the engine, as the size of the smoke-box has much to do with the perfect combustion of the fuel. It is well known to engineers and firemen that the smaller the smoke-box the duller the fire; and, on the other hand, with a large smoke-box a large quantity of air will be admitted to the fire, and the combustion of the fuel rendered more perfect. The smoke-box acts upon the fire as an air-vessel upon a pump—the larger it is, within certain limits, the more benefit will be derived from the fuel, as the exhaust does not jerk the fire or carry it out before it is consumed, as is generally the case when the smoke-box is small.

AFTER a lingering illness, Commodore Vanderbilt died on the 4th inst., leaving the snug sum of \$85,000,000. All from railroading.

THANKS to Bros. Dodge and Furlong, of No. 47, also, Bro. Schellhorn, of No. 4.

WHILE new plans for constructing railroad cars of iron are being agitated in this country, similar movements are apparently being made in Europe. One of the latest statements bearing on this subject is that a French company engaged in the manufacture of railroad material at Ivy, is now building a special type of carriage for service on the little railroad between Bayonne and Biarritz. The designer is M. Carimantraud. The frame work is entirely in iron; in spite of their large size, the weight of the carriage is relatively small; the panels of the body are made of thin slips of wood, covered on both sides with varnished canvas. There is a covered upper story and an interior stair-case; each carriage is arranged for three classes, and has a goods department and smoking platform as well. The open spaces are as large as possible, to permit good views being taken. Petroleum is used for lighting; the lamps are so arranged as to give light to the interior and at the same time show the signals. Each carriage accommodates 29 passengers.

CHICAGO Lodge, No. 47, is up and a doing. They have a good membership, and all seem fully enlisted in the B. of L. F. cause. A letter from there says: "No. 47, you will find, has not been slumbering; our officers are faithful men, and every member takes a pride in his Lodge. We hope by the next meeting of the Grand Lodge to have every good fireman running into Chicago a member of our Order, and we can assure you that nothing will be left undone on our part to accomplish this." This is the proper interest that every Lodge should take. Wish we had many more like it.

By reference to Lodge notice of Scranton Lodge, No. 7, it will be seen that Bro. Whittecar has been appointed Insurance Agent.

It is generally believed by engineers that the burning of tubes is entirely due to a concentrated water space, bad circulation between them, and the deposit of scale adhering to the outer surface caused by impurities in the water. When brass and copper tubes become over-heated, the elongation of the metal causes them to buckle and sag, and as a result, the water space being very much diminished, and the tubes perhaps touching each other, they are soon burned out. Steel tubes, however, possess all the good qualities of copper and iron, and are considered by many the most durable. The wearing of tubes generally occurs at the fire-box end, and the flange by which the tube is set is often burned or cut through.

DOUBLE exhaust nozzles are in all cases preferable to single, on account of the back pressure produced by the single nozzle in the opposite cylinder at the moment and during the continuance of the exhaust. The top of the exhaust nozzles should be as high as the third or fourth row of tubes from the bottom, and they should be as close as possible, and so directed that the exhaust steam will strike the centre of the cone at the top of the stack.

HARD times have evidently struck the ticket scalpers. Sales of tickets are quite limited, and their schemes to make money are often thwarted through the devices of the General Ticket and Passenger Agents, who now watch closely scalpers' movements.

THE Indianapolis, Peru & Chicago road will, as soon as the weather is suitable, commence laying side-tracks and making other improvements at Stilwell, where their road crosses the Chicago & Lake Huron.

CROWN-BARS should be transversely tested, in order that their stiffness may be fully proved.

THE freezing up of pumps, tanks, &c., at points where locomotives are supplied with water, is giving railroad men much trouble, more especially with their freight engines, which require water at shorter distances than passenger locomotives.

It is generally conceded that ash-pans for wood and coal burning engines should be as nearly air-tight as possible when the dampers are close.

GREAT WESTERN LODGE, No. 4, at Meadville, report that they are in a most flourishing condition. The members all take an active interest in the B. of L. F., and are increasing in numbers quite rapidly. They have good officers, who are attentive to their duties, which is one of the essentials to prosperity.

STAY-BOLTS made of steel have been employed in the furnaces of locomotive boilers with good effect. When they have a spring temper they seem to stand the effect of contraction and expansion better than any other material, since their small diameter and great elasticity would permit them to conform to all moderate variations in the boiler caused by ordinary degrees of temperature.

THE cold, rough weather delays the movement of trains greatly, especially freight. Railroad officials estimate the extra expenses of moving freights under present difficulties to be fully twenty per cent. Engines haul from five to seven less cars on a train, and much time is lost in side-tracking for passenger trains.

TRAVELERS from St. Louis and Chicago to the South are each furnished with a pair of skates and a hand-sled with which to cross the river at Cairo and Columbus on the thin ice. Those going South from those cities should be insured.

A SERIOUS collision occurred on the 1st inst., near Quincy, Ill., which resulted in the death of Conductor P. H. Gage.

TOPEKA Lodge, No. 56, of Topeka, Kansas, has a good membership for so new a Lodge, and is reported as prosperous. It is composed of a fine body of men, all of whom take an interest in the welfare of the Brotherhood. The officers elected are: Geo. Scott, Master; J. R. Goem, Recording Secretary; Charles McElvoy, **MAGAZINE** Agent.

A **LETTER** from Bro. Broderick, Vice Grand Master, says: "Before the next meeting of the Grand Lodge the Brotherhood will number one hundred Subordinate Lodges." Right, Bro. Broderick, if the past two months is anything to judge from. Our cause is a just and good one—no better ever existed—and all good firemen are embracing the benefits it bestows.

SOME boiler makers in Dubuque put a boy in a boiler to hold a hammer-head to the rivets as they were driven in, and when they were all completed he was found too big to come out of the hole. He stripped and greased his skin, but it was of no use, and it took six men an hour and a half to cut him out.

WOULD like to hear from No. 5.; also. No. 10.

COMPLIMENTARY.

The Erie (Pa.) *Gazette*, of December 17th, in speaking of the **MAGAZINE**, says: "We have received the initial number of a neat monthly, called the **BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE**, published for the Brotherhood, at Dayton, Ohio, by Isaac J. Bennett. We have read the **MAGAZINE** with a good deal of interest, and find that while it has a fair degree of literary merit, its tone and spirit are decidedly commendable. They are not such as to provoke discord and insubordination among the numerous and important body of workers represented by the **MAGAZINE**.

On the contrary, the spirit is one of proper regard for the rights of others and of intelligent appreciation of the important relation which locomotive firemen bear to the great traveling public—a spirit at once self-respecting and respectful. The **MAGAZINE** is evidently in good editorial hands, and likely to do a useful work in its chosen field."

The Dayton (O.) *Journal*, one of the oldest papers in Ohio, thus refers to the **MAGAZINE**: "The first number of a new magazine, devoted to the interests of the Brotherhood of Locomotive Firemen, has just been issued. The Brotherhood is an organization benevolent in its character, and intended besides to give assistance in securing the promotion of competent firemen to the position of locomotive engineers. The motto of the organization is, 'Benevolence, Sobriety, and Industry'—a first-class flag to sail under. The **MAGAZINE** is handsomely printed, and contains matters of special interest and importance to the Brotherhood. It will be published monthly at Dayton."

We take the following from the *Iron Moulders' Journal*, of December, a very ably edited monthly journal, published in the interest of the Iron Moulders' Union of North America: "We are in receipt of the first number of the **BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE**, published at Dayton, Ohio. It is the same size as the *Moulders' Journal*, and is as handsome and neat as the art typographical can make it. It is full of news pertaining to railroads, and ought to be well supported by their employees."

The Richmond (Ind.) *Daily Palladium* says: "The **BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE** for December, the first number, by the way, lies before us. It is published at Dayton, Ohio, for the Brotherhood, by Isaac J. Bennett, and is a neat pamphlet of thirty-two pages full of reading matter, both original and selected,

of value to engineers and firemen. It will be issued monthly, will fill a place long left vacant, and we wish it all manner of success. The subscription price is \$1.10 per year."

Colonel G. S. Miller, of San Francisco, California, writes us: "I accidentally came across the BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE the other day, and was agreeably surprised to find the firemen had organized themselves into such a society, for if they maintain the principles they advocate in the first number of the MAGAZINE, they surely stand in the front rank of trades societies. The MAGAZINE is neat, full of news, and should be encouraged by railway officials. Although not a railway man, I take pleasure in seeing how you are progressing, and accordingly want the MAGAZINE sent to my address."

Forfeited.

The following are the names of members of the Insurance who forfeited membership on the first assessment:

No. 1.—Geo. A. Baker.

No. 5.—Geo. Menser.

No. 7.—Lew. K. Gleason, Jas. P. Traumerfeld.

No. 10.—A. B. Morse.

No. 24.—Jos. Ritchey, Steve. H. Smith.

By order, FINANCE COMMITTEE.

Withdrawn.

From No. 45, J. C. Warren, to join No. 26.

BLACK LIST.

REJECTED.

Washington, No. 35.—Walter Smith.

SUSPENDED.

Excelsior, No. 11.—James Moule, sixty days from December 10th, for non-payment of dues.

Eureka, No. 14.—C. Marasiky, useless stick; R. Wiseman, contempt; J. McFerrin, non-payment of dues.

FORFEITED MEMBERSHIP.

Leach, No. 17.—R. Caronthers, selling liquors.

Capital, No. 46.—Chas. Salisbury, defrauding members of his Lodge.

Anchor, No. 54.—Nicholas Hayes, slandering the Order.

Grand Lodge Officers.

W. R. WORTH.....	Grand Master,
Brookfield, Mo.	
JOHN BRODERICK.....	Vice Grand Master,
Hornellsville, N. Y.	
WM. N. SAYRE.....	Grand Sec'y and Treas.,
Indianapolis, Ind.	
J. W. RICHARDSON.....	Grand Warden,
Louisville, Ky.	
C. W. BULLIS.....	Grand Conductor,
Grand Rapids, Mich.	
J. W. SINCLAIR.....	Grand Inner Guard,
Phillipsburg, N. J.	
L. M. HOLLOWAY.....	Grand Outer Guard,
Pittsburg, Penn.	
JAMES HUNT.....	Grand Marshal,
East St. Louis, Ill.	
MARION BARNHILL.....	Grand Chaplain,
Indianapolis, Ind.	

Grievance Committee.

M. B. Farkington.....	North Platte, Neb.
F. B. Alley.....	Louisville, Ky.
W. C. Byers.....	Cedar Rapids, Iowa.
Jas. Gorman.....	Oswego, N. Y.
Geo. W. Heidenthal.....	Port Jervis, N. Y.
J. C. Barnard.....	Urbana, Ill.

Officers of Insurance.

G. W. Heidenthal, Pres't.....	Port Jervis, N. Y.
J. C. Barnard, Vice-Pres't.....	Urbana, Ill.
Wm. N. Sayre, Sec. & Treas.....	Indianapolis, Ind.

Finance Committee.

J. W. Richardson, Chairman.....	Louisville, Ky.
John Brewer.....	Lafayette, Ind.
G. C. Whittecar.....	Scranton, Pa.
G. W. Heidenthal.....	Port Jervis, N. Y.
O. W. Cutler.....	Providence, R. I.

Executive Committee.

O. W. Cutler, Chairman.....	Providence, R. I.
M. Fritz.....	
J. A. Shufelt.....	Buffalo, N. Y.
D. E. Elliott.....	New York City.
H. H. Clapp.....	Galesburg, Ill.
W. C. Byers.....	Cedar Rapids, Iowa.
R. V. Dodge.....	Chicago, Ill.
J. S. Beach.....	Detroit, Mich.
J. Bragg.....	
M. W. Campbell.....	Little Rock, Ark.
G. C. Whittecar.....	Scranton, Pa.

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. **DEER PARK**, at Port Jervis, N. Y. Meets every Friday evening at 7:30.
J. B. Fisher.....Master
F. Edgett.....Rec. Sec'y
M. Gould (Box 732).....Insurance Agent
2. **ERIE**, at Hornellsville, N. Y. Meets every Monday night in B. of L. E. Hall, on Main st.
H. D. Foster.....Master
J. E. Donevan.....Rec. Sec'y
H. W. Plummer.....Insurance Agent
3. **JERSEY CITY**, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove st., every Thursday at 8 P. M.
James Delaney.....Master
L. G. Ingersoll.....Rec. Sec'y
Chas. Vallaur.....Insurance Agent
Morris & Essex Eng. House, Hoboken, N. J.
4. **GREAT WESTERN**, at Meadville, Pa. Meets every Thursday night at 7:30, at No. 490 Grove st.
E. W. Davis.....Master
W. F. Derby.....Rec. Sec'y
L. Williamson.....Insurance Agent
Samuel Quackenbush.....Magazine Agent
5. **UNION**, at Galion, Ohio.
H. Anson.....Master
W. A. Walker.....Rec. Sec'y
Chas. Bennett.....Insurance Agent
6. **DAYTON**, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow sts., first Sunday of each month.
Frank States (19 Zeigler st.).....Master
J. C. McCutcheon.....Rec. Sec'y
Chris. Sweetman.....Insurance Agent
Chris. Sweetman.....Magazine Agent
7. **SCRANTON**, at Scranton, Pa. Meets every Sunday at Engineers' Hall.
M. Moran.....Master
S. D. Schooley.....Rec. Sec'y
G. C. Whittecar.....Insurance Agent
S. D. Schooley (Box 37).....Magazine Agent
8. **JACKSON**, at Vincennes, Ind.
F. N. Schooley.....Master
W. P. Huffman.....Rec. Sec'y
9. **DELAWARE**, at Delaware, Ohio.
This Lodge being too small, has been put in with No. 10. Address accordingly.
10. **CLEVELAND**, at Cleveland, Ohio.
D. T. Henderson.....Master
A. C. Burke.....Rec. Sec'y
D. T. Henderson.....Insurance Agent
C. C. C. & I Engine House.
11. **EXCELSIOR**, at Phillipsburg, N. J. Meets every Sunday at Engineers' Hall.
O. Kidney.....Master
G. Williams.....Rec. Sec'y
W. Kechline (Box 136).....Insurance Agent
12. **BUFFALO**, at Buffalo, N. Y.
J. W. Aylesworth.....Master
A. L. Jacobs, 543 S. Division st.....Rec. Sec'y
J. H. Crossman.....Insurance Agent
633 Swain St.
13. **MISSISSIPPI VALLEY** at East St. Louis, Ill. Meets 2d and 4th Sundays of each month.
Geo. McGarrahan.....Master
J. L. Benedict.....Rec. Sec'y
Wm. Blaine.....Insurance Agent
14. **EUREKA**, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington st.
John M. Oatman.....Master
M. Barnhill, Bee Line Shops.....Rec. Sec'y
Wm. Hugo.....Insurance Agent
M. Barnhill.....Magazine Agent
15. **PACIFIC**, at St. Louis, Mo.
Thos. Flaherty.....Master
Jas. Clough, 3012 Sarah st.....Rec. Sec'y
J. D. Rogers.....Insurance Agent
Box 60, Chamois, Mo.
16. **VIGO**, at Terre Haute, Ind.
Robert Ebbage.....Master
J. Snaveley.....Rec. Sec'y
Wm. Davis (Box 522).....Insurance Agent
17. **LEACH**, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
18. **FRIENDSHIP**, at Ft. Wayne, Ind.
J. Cantlon.....Master
F. Snyder.....Rec. Sec'y
19. **HOPE**, at Crestline, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
20. **WESTERN STAR**, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
O. D. Pratt (Box 588).....Insurance Agent
21. **INDUSTRIAL**, at St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Insurance Agent
22. **CENTRAL**, at Urbana, Ills.
J. C. Barnard.....Master
Wm. Trenary.....Rec. Sec'y
23. **LOUISVILLE**, at Louisville, Ky. Meets every Sunday.
Frank B. Alley (286 Wengel st.).....Master
A. Slusser.....Rec. Sec'y
(Hotel cor. 9th and Broadway).
J. W. Richardson.....Insurance Agent
(No. 25 Bullard Street).
J. W. Richardson.....Magazine Agent
24. **H. G. RUST**, at Jacson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
W. E. Brewer (Lock Box 550).....Insurance Agent
25. **PROVIDENCE**, at Providence, R. I. Meets every Monday night at Engineers' Hall.
A. P. Green (Box 1052).....Master
H. C. Howard (81 Smith st.).....Rec. Sec'y
A. P. Green (Box 1052).....Insurance Agent
26. **J. W. THOMAS**, at Nashville, Tenn. Meets 1st and 3d Sunday in each month, at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey (cor. W. Gay & Hines sts) Rec. Sec'y
27. **HAWKEYE**, at Cedar Rapids, Ia.
F. A. Davis.....Master
E. D. Eckman.....Rec. Sec'y
Ed. L. Day.....Insurance Agent

28. ELKHORN, at North Platte, Neb.
H. J. Clure.....Master
J. E. Phillips.....Rec. Sec'y
29. CHAMPION, at Detroit, Mich.
J. A. Robertson.....Master
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Fort Gratiot, Mich.
30. HARMONY, at Susquehanna, Dep.
Jas. Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent
31. FORT CLARK, at Peoria, Ill.
A. P. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. AMERICUS, at Grand Rapids, Mich.
Charles Jewell.....Master
George H. Scott.....Rec. Sec'y
33. CECIL FLEMING, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
34. ORCHARD CITY, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
35. WASHINGTON, at Elizabeth, N. J.
J. C. Cline.....Master
A. C. Scheick (120 Broadway).....Rec. Sec'y
36. TIPPECANOE, at Lafayette, Ind. Meets every Thursday evening, at 7 o'clock, at Engineers' Hall.
Albert Colgrove.....Master
J. H. Brewer.....Rec. Sec'y
Fred Morely (192 Union St.).....Insurance Agent
37. MOUNTAIN CITY, at Altoona, Pa.
D. S. Long.....Master
J. Stonebraker.....Rec. Sec'y
F. J. Stone.....Insurance Agent
38. KEY STONE, at Pittsburg, Pa.
D. Larnard.....Master
Burt E. Gove.....Rec. Sec'y
39. NORTH STAR, at Austin, Minn.
H. E. Day.....Master
J. J. Burns.....Rec. Sec'y
40. BLOOMING, at Bloomington, Ill.
Cas. C. Hotchkiss.....Master
James Martin.....Rec. Sec'y
T. O'Neil.....Insurance Agent
Chas. C. Hotchkiss.....Magazine Agent
41. FOX RIVER, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
42. MISSOURI VALLEY, at Sedalia, Mo.
R. S. Sullivan.....Master
C. Schernowkic.....Rec. Sec'y
R. S. Sullivan.....Insurance Agent
43. ST. JOSEPH, at St. Joseph, Mo.
L. Mooney.....Master
Robt. Yopst.....Rec. Sec'y
James Harwood.....Insurance Agent
44. RELIABLE, at Brookfield, Mo.
R. Cheney.....Master
W. R. Worth.....Rec. Sec'y
W. R. Worth (Box 13).....Insurance Agent
45. ROSE CITY, at Little Rock, Ark. Meets in Engineers' Hall, cor. Main and Second sts., every Sunday at 2:50 P. M.
M. W. Campbell (L. Box 618).....Master
Wm. Barrett (L. Box 648).....Rec. Sec'y
Joseph Schellhorn.....Insurance Agent
46. CAPITAL, at Springfield, Ill. Meets every Wednesday night at Engineers' Hall.
J. Mahoney.....Master
Jos. Henry.....Rec. Sec'y
L. Wisman.....Insurance Agent
121 West Chestnut St.
47. TRIUMPHANT, at Chicago, Ill. Meets 2d and 4th Mondays in each month, at 7 P. M., in Railroad Chapel.
R. V. Dodge (No. 12, 16th st.).....Master
P. G. Eich (65 E. Polk st.).....Rec. Sec'y
P. Furlong.....Insurance Agent
48. MACCITI, at Harrisburg, Pa.
Wm. Stiner.....Master
L. B. Clemson.....Rec. Sec'y
49. SPRINGFIELD, at Springfield, Mass.
H. C. Davis.....Master
C. O. Mansaus.....Rec. Sec'y
E. F. Doane.....Insurance Agent
50. NEW YORK CITY, at New York. Meets 1st and 3d Sunday mornings, and 2d and 4th Saturday nights in each month, at 869 Second Avenue.
H. J. Heddon (616 Lexington Ave.).....Master
H. E. Pepper.....Rec. Sec'y
L. J. Park (211 E. 46th st.).....Magazine Agent
51. FRONTIER CITY, at Oswego, N. Y.
A. L. Baldwin.....Master
Burt Lewis.....Rec. Sec'y
52. GOOD WILL, at Logansport, Ind.
C. D. Cool.....Master
M. Wallace.....Rec. Sec'y
53. FIDELITY, at Sunbury, Pa.
Jno. Pittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y
54. BLUFF CITY, at Moberly, Mo. Meets first and third Sunday in each month at I. O. O. F. Hall.
Frank P. Wilcox (L. Box 580).....Master
J. Hyndman.....Rec. Sec'y
J. A. Chapman.....Insurance Agent
F. Wilcox.....Magazine Agent
55. ANCHOR CITY, at Memphis, Tenn. Meets every Sunday at 2 P. M. at Engineers' Hall, Adams st.
P. Powers.....Master
O. B. Hanes.....Rec. Sec'y
56. TOPEKA, at Topeka, Kans. Meets in Engineers' Hall.
Geo. Scott.....Master
J. R. Goem.....Rec. Sec'y
57. ———, at Boston, Mass. Meets every Sunday at 10:30 A. M., Engineers' Hall, 47 Hanover st.
L. L. Parker, Jr. (159 Bridge st., E. Cambridge, Mass.).....Master
B. F. Dean (Box 64, E. Cambridge).....Rec. Sec'y
58. ———, at Hoboken, N. J. Meets every Sunday at 2 o'clock.
E. Sturges.....Master
B. P. Bullock (91 1/2 Garden st.).....Rec. Sec'y
59. ———, at Ashley, Pa. Organizing.
60. Organizing.
61. ———, at St. Paul, Minn. Organizing.

THE BROTHERHOOD MAGAZINE.

DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN.

Vol. I.

FEBRUARY, 1877.

No. 3.

LOCOMOTIVE BOILERS.



LOCOMOTIVE BOILERS differ from those used in steamers. Instead of being built and fixed in a given place which they are permanently to occupy, they are, as their name implies, portable. The special requirements of the case demand, therefore, that they be made of small dimensions, and as light as practicable. Economy of fuel, though still an important point, is, in these, subservient to economy in space and weight. A cylindrical tubular boiler is accordingly employed; but the tubes are made of smaller diameter and greater length than those ordinarily adopted, their usual diameter being about two inches, while in length they often run from ten to twelve feet. The number employed, too, is very large; in some powerful engines as many as three hundred will be found, and in this way a large heating surface is obtained without unduly increasing the dimensions of the boiler.

There is one difficulty produced by the employment of so many small tubes, the draught is considerably diminished; and as a locomotive engine is obliged to have a very short chimney, no increase can be produced in this way. It is necessary, therefore, to resort to some other means of producing a draught sufficiently powerful to maintain the necessary heat in the furnace, and the way in which this is usually accomplished is by placing at the base of the chimney a steam-pipe, the

blast from which quickens the draught to the required extent.

This pipe should be fitted with a funnel-shaped mouth-piece, as in this way a much larger body of air is thrown into motion by it. There is usually a small pipe fitted to this, so that when the engine is at rest, or getting up steam, a small stream may be allowed to escape. When the engine is in action, the waste steam from the cylinders, which escapes at a considerable pressure, is commonly employed, and this it is which produces the series of puffs which may so frequently be observed issuing from the funnel of a locomotive. The draught produced in this manner is so strong that sometimes small pieces of ash or cinder are drawn from the furnace and thrown out of the funnel. These are, of course, very dangerous, and in dry weather crops have thus been set on fire; a screen is therefore employed to intercept them, and let them fall down to the foot of the chimney.

In American locomotives the top of the funnel is usually considerably enlarged, and fitted with a contrivance known as a "spark-trap" or "spark-arrester." This is more necessary there on account of the prairies, which in a dry season are very easily fired, and also because wood is often burnt, and this throws off more sparks than coal does. The two inverted curves, placed above the central funnel, arrest the sparks, and throw them down into the chambers, where they remain, while the smoke and hot air escape through the shaded apertures.

Coke alone ought to be burnt in locomotive boilers, so as to prevent the smoke

which is often produced in considerable quantity; but this regulation is by no means rigidly adhered to, and often dense volumes of smoke may be seen issuing from the funnel. The furnace-bars are usually placed so as to slope considerably, and by carefully introducing the coal in front it becomes coked, the smoke given off being mixed with the air and partially burnt in the further part of the furnace; but even with this precaution a good deal of smoke is often given off when coal is employed.

Locomotives for use in countries where wood is plentiful and cheaper than coal, are made with special furnaces for burning wood. The main difference consists in the necessity for an increased area of heating surface, as the heat produced is less than where coal is employed. In an ordinary locomotive about five square feet of heating surface per nominal horsepower is the usual allowance.

The following details of a locomotive passenger engine, exhibited by Messrs. R. Stephenson & Company at the Paris Exhibition in 1867, will give a general idea of the dimensions of ordinary passenger locomotives. Good engines are, of course, made much heavier and more powerful, speed being in them of much less importance than tractive force.

The diameter of the cylinder was 16 inches, and the length of stroke 22 inches. The heating surface of the fire-box was 83 square feet, and in addition to this there were 161 tubes, 2 inches in external diameter and 11 feet 4 inches long, presenting in the aggregate a heating surface of 960 square feet. The boiler was 4 feet in diameter, and might be safely worked up to 190 pounds pressure per square inch, being made of $\frac{1}{2}$ -inch boiler plate. The driving-wheels were $6\frac{1}{2}$ feet in diameter, and sustained nearly one-half the weight of the engine, which was about 30 tons.

There are many general features common to nearly all forms of boilers, to which we must now turn our attention, for at present we have mainly been concerned with the shape and arrangement of the various parts. Copper has occasionally been employed as the material of which they are constructed, and, in many respects, it is the best material, as it is less liable to become incrustated with the deposit from the water, and is also more durable than iron. The greatly increased expense, however, precludes its adoption, and boilers are almost universally constructed of

wrought-iron plates. The best plate-iron should be chosen for this purpose, and it should be very tough, so as to withstand the pressure. The plates are cut so as to overlap one another to a slight extent, and, after being bent to the proper curvature, are firmly riveted together. The holes should be very carefully punched or drilled, so as to be just the same distance apart in the two plates; if this is carelessly done, so that the holes do not exactly correspond, and the plates have to be forced together by "drifts," and then riveted, the strength of the boiler is much impaired. When the plates are brought together they are temporarily secured, and then a rivet is inserted in each of the holes. The rivets, which should be of the best Low-moor iron, are first heated in a furnace till they are quite soft; they are then inserted, and immediately hammered down so as to form a good and solid head. As it cools and contracts the rivet draws the plates closer together, and thus forms a tight joint without any packing being introduced. The rivets should be placed at distances of about two inches from center to center.

When the boiler is completed, the joints are carefully caulked—that is, the inner edge is forced into closer contact by means of a hammer and cold chisel or punch, and before being used it should be tested by forcing cold water into it till the pressure exceeds that to which it will ever be subjected when at work. Any leak will thus be easily detected. Rings of well-made angle iron are placed round the ends, and also at intervals along the length. Internal stays or struts are also introduced wherever they are considered necessary, to guard against the boiler bulging or collapsing. The different plates should be so arranged that the seams do not form a continuous line either round or along the boiler, each being intermediate to those in the adjoining plates. The reason of this is that the plates become somewhat weakened by the rivet-holes, and the boiler might under pressure part at the seams.

The thickness of the plate-iron employed depends upon the pressure at which the boiler is to be worked, and also upon its diameter. The following is a rule which will give the minimum thickness of plate that ought to be employed, and it is, of course, better to be on the safe side, and exceed rather than fall short of this:

Multiply the internal diameter of the

boiler expressed in inches by the minimum pressure in pounds per square inch of surface, and divide the product by 8,900; the result will give the thickness of the plate in inches.

An example will render this more clear. Suppose we have a boiler whose diameter is 4 feet, and it is required to work it to a pressure of 70 pounds, what thickness should the plate be? Multiplying 48 by 70 we get the product 3 360, which, divided by 8,900, gives us .377 as the thickness required.

The usual thickness of the plate employed is about three-eighths of an inch, and the rivets have a mean diameter of about five-eighths of an inch, though they vary more or less from this. The plates to which the tubes are fastened in tubular boilers are made considerably thicker, as the number of holes drilled in them materially lessens their strength. For the same reason, whenever an opening is cut in the boiler to admit the steam-pipe or any other fitting, it is well to rivet an internal block round the opening, so as to compensate for the diminished strength. As a result of many experiments, it is found that the tenacity of boiler-plate increases with the temperature up to about 500° or 600° Fahrenheit, but beyond this it diminishes.

In every boiler it is necessary to provide some opening sufficiently large to enable a man or boy to get inside in case of any repairs being necessary. This opening is known as the "manhole," and must be so arranged that it can at pleasure be closed so as to be perfectly steam-tight. The plan for a long time adopted was to cut an oval hole in the boiler, and procure a plate about an inch or two larger on each side. This could be inserted sideways through the opening, and the edge being smeared with red lead or some similar substance, it was held in its place by means of a screw fastened to it, which passed through a hole cut in a movable arch, placed outside the boiler over the opening. By screwing the nut on the screw, the plate was drawn tightly against the boiler; and the pressure of the steam being exerted outward, aided in keeping it firm in its position.

This plan has, however, gone almost out of use, and manholes are now constructed. A circular or oval aperture is cut in a convenient portion of the upper surface of the boiler, and a short tube with a flange at the lower end, so made as ex-

actly to fit the curvature of the boiler, is fitted on over the opening. This tube is securely fastened to the boiler by means of screw-bolts and nuts; packing is also introduced to render the joint tight. On the upper end of the tube is another flange, made quite true, so that a thick plate of iron may be firmly bolted to it, and close the opening steam-tight. Copper wire is sometimes employed in this case as a packing, a ring of it being laid on the surface of the flange, and as the screws are tightened the wire becomes flattened, so as to give a very perfect joint, and one not likely to become injured by the heat.

In addition to this opening, another is required to enable the boiler to be emptied when necessary. The water used often contains a large amount of various mineral salts in solution, and as these can not pass away with the steam, the water in the boiler becomes so saturated that it deposits a portion as a crust on the internal surface. It is therefore advisable occasionally to let a considerable portion of the water in the boiler escape, and this may be effected by opening this blow-off cock, as it is termed. At a convenient portion of the under-side of the boiler an opening is made through the plate, and one end of a large pipe is inserted in this, the other end being closed by a valve able to withstand the pressure of the steam. This valve has a square spindle, and is usually situated just in front of the boiler, or in the ashpit, so that it may be easily got at when required, without being in the way under ordinary circumstances.

Were the boiler left quite unprotected externally, a very large amount of heat would be lost by radiation from its surface, and the building in which it was placed would soon become extremely hot. To guard against these inconveniences, the boiler should be surrounded by some material which is a bad conductor of heat, and which will therefore prevent its escape. For this purpose sawdust is found to answer very well indeed. In many cases, therefore, the boiler is surrounded with a casing or "lagging" of wood stuffed with sawdust, and when this is done the boiler-room will be quite cool.

The steam pipes and the cylinder of the engine are frequently jacketed in a similar way. Patent felt and various fibrous substances are in some cases employed in place of sawdust, and answer the same end. In locomotive boilers some protec-

tion of this kind is very necessary, since they are so much exposed to the air and weather that the loss of heat would be very large and serious. An incidental advantage of casing the boilers is that when protected they may be touched with impunity, and thus many burns are avoided.

If we examine any boiler we shall find several appendages affixed to various parts: these we must now describe. When a boiler is started it is filled with water up to a certain fixed level, and it is very important that this level should be maintained almost uniform.

The flues are so arranged that no portion of the boiler-plate or tubes shall be exposed to the direct action of the heated air, unless it is protected by being covered inside with water. Some of this water, as soon as the temperature rises, becomes converted into steam, and thus keeps the plate from becoming unduly heated. If now the level of the water falls too low, a portion of the surface will be exposed, and may not improbably be injured by being overheated, and thus rendered so soft as to bulge. Many explosions have arisen from this cause, and the need of great care will therefore be easily seen. As the engine is at work, a portion of the water is converted into steam, and thus the level inside the boiler is continually falling: we want, therefore, some easy mode of indicating at all times the exact level, and also of introducing fresh supplies of water to take the place of that evaporated.

The simplest mode of indicating this is by means of a "water-gauge," which is fixed on the end of the boiler. This consists of a thick glass tube communicating above and below with the boiler, so that the level of the water in the glass is the same as that of the water inside the boiler. The gauge is usually provided with cocks; by means of those it may be quite cut off from connection with the boiler, so that in case of the glass becoming accidentally broken, the steam and water can at once be prevented from escaping, and a fresh glass can easily be introduced. An additional cock is placed in position, by which the water in the tube can be allowed to escape from it. The tube is usually fixed into its sockets by a screw-ring, an india-rubber packing being introduced to render the joint steam-tight.

Another plan frequently employed for ascertaining the level of the water is to place two cocks in the end of the boiler, the one being an inch or two above the

other, and the level of these is so arranged that the one shall be a little below the normal level of the water, and the other about as much above it. When, therefore, the water is at the proper height, steam should issue from the upper one when it is opened, and water from the lower one. Should it at any time fall too low, steam will issue from both, and the engineer should then immediately set the feed-pump in action, so as to introduce a fresh supply of water. If, on the other hand, water issues from both cocks, it shows at once that there is too much water, whereby steam space is curtailed, and the proper action of the boiler is somewhat interfered with.

As a general rule it is found best to have as much steam space in the boiler as is equivalent to about eight times the contents of the cylinders; in a small boiler it is well, however, to allow rather more. One disadvantage of curtailing the steam space is that the steam carries with it a larger amount of water in a fine state of division, and this is deposited in the cylinder. To guard against this as much as possible a steam dome should be provided, and the steam-pipe should start from its highest point.—*J. M. Wigner, B. A., in the Technical Educator.*

Getting at the Facts.

The following from the *Chicago Tribune* we hope will be carefully read by reticent railway officials: There are always two ways of doing a thing—the right and the wrong way. The other day the *Tribune* was given to understand that an accident had taken place on the Chicago, Galveston and Kalamazoo Railroad. The city editor thereupon called a young college graduate who had recently become connected with the editorial staff and requested him to obtain particulars of the affair. The young man proceeded to the Private Secretary of the General Manager of the Chicago, Galveston and Kalamazoo Railroad, and entering the awful presence, humbly presented his card took off his hat, and with a servile bow said: "The *Tribune* will feel obliged if you will communicate to it, through me, any information you may possess concerning the unfortunate accident on your line this morning." The P. S. of the General Manager of the C., G. & K. Railroad, wrote a few letters, finished a novel, pared his nails, and said affably, "Well, sir, what can I do for you?"

The reporter abjectly repeated his question, and the Secretary replied, "Accident! Why there has been no accident on our road—there never is—there never was—there never can be." "But," said the reporter, "we have heard there was one." "It must be a mistake, then; step in and ask the General Manager." The General Manager, with a countenance more in surprise than anger, replied gently, "I fear, sir, your paper has been imposed on by reckless and malicious men, whose object in circulating such baseless fabrications I can not understand. Pray assure the editor of the *Tribune* that I have heard nothing whatever of the alleged accident, and that our line is the cheapest, quickest and best between all Northern, Southern, Eastern and Western points. Magnificent sleeping cars attached to all night trains, and Miller platforms and Westinghouse brakes on all cars. Good morning, sir. In your orisons to Heaven be all my sins remembered." The reporter went back to the office and gave an account of the interview. "That's too thin," said the city editor, "he's been giving you a stiff, playing you for a sucker, putting up a job on you—don't you understand English?" Then he added to another reporter, who had never been through college, "Just run down to the C., G. & K. office and find out about that accident. Perhaps Mr. —," indicating the college graduate, "had better go with you to see how it's done. Experience," he added, kindly, "is a wonderful teacher." The two reporters went back to the office, and the experienced one, entering the Private Secretary's room, said, pleasantly: "Hello, Jimmy, is the boss in; the old man, you know; the high muck-a-muck?" "The General Manager is engaged at present—I will attend to your business—I represent him," answered the Private Secretary in an awful tone. "Keerect, sonny; then as he isn't engaged we'll step right in," as he entered the Manager's office. "Squattez-vous, la," he said to his horrified companion, "and take down all he says—it's always well to keep records of these interviews, because railroad men lie so about accidents." Then, addressing the General Manager, he went on: "Don't move; I'll sit right here," and brushing some of the General Manager's papers on to the floor, he sat down on the desk and said pleasantly: "Big smash-up, eh? Mor'n three killed?" "Killed!" gasped the Manager; "three!

not three, nor yet thirty-three." "Bully!" said the experienced reporter, and he added to the college graduate, "write down that the General Manager, who appeared to be prostrated by the catastrophe, said that the loss of life was much greater than had been anticipated, and would reach thirty-five or forty." Then he said to the Manager, "What was the cause of the horror? Telegraph operator drunk? Switchman asleep? What was it?" "Great heavens!" yelled the Manager. "I tell you there was nothing—no telegraph operator, drunk or sober; no switchman, asleep or awake; no—" "Put down," said the reporter to his colleague, "that the General Manager disclosed an incredible state of things. At this important station neither telegraph operator nor switchman was employed, the whole work being done by the Station Agent, who is a paralytic and habitual drunkard." Then to the General Manager, "I guess the juries'll sock it to you pretty heavy when the trial for damages begin." "Damages!" fairly howled the railroad monarch, "there won't be a cent of damages. I've told you that—" "Hold on a minute till we put that down," said the reporter. "Write that the officers of the Company expressed their confidence that, having eminent lawyers and long purses on their side, they would be able to prevent the victims of their atrocious carelessness from recovering anything." "There won't be a cent of damages," were the emphatic words of the Manager to the *Tribune* reporter. Then turning to the Manager, he said: "Well, I guess you've given us about all the facts you have—enough to make a bully story—and we'd better get up and git." The Manager drew a deep breath, and then said slowly and with an apparent effort, "Sit down. There has been an accident, but not a serious one." He rang the bell, which was answered by the Private Secretary. "Mr. St. Aubyn," he said, "give this gentleman all the papers about that smash-up." "This is honest Indian, is it?" said the reporter. "Give him every scrap you have," continued the Manager, "and next time he calls tell him what he wants to know—don't let him come to me." Then turning to the reporter, he said: "Young man, if I had your cheek I would be a millionaire in three weeks and Czar of Russia before St. Patrick's day." The reporters then went out and got all the facts, and when they had gotten through the

experienced journalist said to the Secretary, "So long, Jimmy; give Vanderbilt my love when you write to him," and departed, leaving Mr. St. Aubyn speechless.

RAILWAY TICKETS.

When they Were Introduced, How they are Made, and How Necessary they Are.

It is now some forty years since railway tickets were printed and issued. The originator of the idea was a man who was employed at a way-side station, in the neighborhood of Carlisle, and those he then used were about the same size as the tickets now issued. But his arrangement for printing them were of the most primitive description. In fact a few type fastened together in a case about the size of a nail-brush, formed his sole apparatus. The name of the station to which the passenger is going was written upon the ticket at the time of issue. We can realize to ourself how this system would work now,—say at Clapham Junction or at the underground stations. But this system, primitive as it was, grew and flourished and became the parent of the present one. The use of tickets on this principal gradually increased, until at last its inventor found that it would be desirable to devote himself entirely to the development of the new industry.

From that day to this the printing of railway tickets has remained in the hands of the same family, who have pursued it with an amount of perseverance and ingenuity perfectly marvelous. The railways of nearly the whole world are supplied with tickets from the one manufactory. There may be seen in course of manufacture, tickets for English railways, Swedish, South American, Egyptian, &c. We saw there on one occasion Cairo tickets—a special class—for "pilgrims going to Mecca" and others for a fourth class, specially printed for a South American line for "slaves without shoes and stockings."

The first great improvement made in the tickets was in numbering them. This was an enormous stride in advance of the old tickets. Every railway passenger has noticed that each ticket is numbered, and many people imagine that that number is printed by the little press in front of the ticket clerk, when he thrusts the ticket in before it is issued. But the duty of that press is in reality, to print the date—the numbering being done before the ticket arrived at the station.

A large proportion of the accuracy of the accounts of railways depends upon these numbers. For example, take the case of a booking clerk at Reading. He has before him a box with a large number of pigeon-holes, each holding the ticket for one station. Let us select the pigeon hole for Salisbury. Before he begins his day's work, he knows that the first ticket from Reading to Salisbury, will be, say 5,026. when the day's work is over he finds that the last ticket is, say 5,056. He has therefore, issued thirty tickets of this particular class to Salisbury, and is responsible for thirty fares. He has a return to fill up each day of the numbers on the tickets issued, and by seeing that the last number on each day, and the first of the next, are consecutive, the officials at headquarters are able to have a complete check upon the station clerks, and to preserve an almost invariable accuracy in their accounts.

Let us see how this ticket-printing is done. First of all, here are boxes filled with colored pieces of card board, which will soon be printed and made into tickets. An order has come from the Southwestern Railway for so many thousand tickets, from, say Waterloo to Bishopstock. The order states color or colors, the number of the last ticket in stock, and the average consumption, which enables the printer to know when the tickets ordered must be sent in. The little steam-wrought machine for printing railway tickets, is an exceedingly ingenious piece of mechanism.

Imagine a table about twice the size of a page of this magazine with a long thin box rising above it at the back, and another box falling below it in front. The table contains the printing rollers and type case; the boxes (the interior horizontal section of which is the size of a ticket,) are for holding tickets.

The upper box is filled with a pile of pieces of cardboard. One at a time, the lower card is jerked by a spring under the printing machinery and falls into the lower box; and in less than a quarter of a second it is printed and numbered and safely stored in another box. All that the man has to do, is to keep the upper box filled with cards, remove the lower box when filled, supply fresh empty boxes, place the print-tickets in rows, and see that the ink reservoir is full. The machine does not rest, including the printing, the inking of the type, and the moving and storing of the tickets. The numbering is done by means of four wheels, with their centers in a

horizontal line—thus forming a cylinder. These wheels have raised numerals on their edges, which imprint themselves on the tickets. The wheels which bears the numeral in the units place, moves so that a fresh type is ready for each successive ticket; that in the tens place, at one-tenth that rate, and so on.

The next step, of counting the tickets, is a curious one. Though the greatest care is taken to insure accuracy, mistakes will occur in printing the numbers on the tickets. Sometimes a number is omitted; sometimes two tickets are printed with the same number. To provide against such casualties, the tickets, when printed, are counted; and as it is impossible for human eyes and memory and judgment to be infallible, they are counted by machinery. This machinery again consists of a table with two boxes as before. This time the table is simply a table with a hole in it large enough to allow the number of a ticket to be seen through. At the side of the table is a cylinder wheel similar to that above described. The number on the cylinder is adjusted to be the same as that printed on the first ticket to be counted. The tickets are in consecutive order. As the boy turns the handle, they are jerked from the upper box to the lower, showing their numbers under the hole. The cylinder wheel revolves at the same rate, and therefore, the number on each ticket and that on the wheel ought to agree. If they do not agree, then it is evident that a number has been omitted, or perhaps duplicated. The deficient ticket being supplied, or the surplus one removed, the tickets are then pressed together by machinery, tied, packed, and then sent to their destinations. Such is one of the interesting industries of our time, an industry invented, developed, and still in the hands of one family, yet spread in its interests over the whole world. And it is curious to know that in one long, low building, in a suburban street in a provincial town, the tickets for the whole world, except North America, are made.—*Chambers' Journal*.

THE glass roof of the Grand Central Depot, New York, tumbled in with a crash from the weight of the snow which had accumulated on it, on the 12th of January. Fortunately there was no train standing in the depot at the time the accident occurred, which is something very unusual.

A Patent Engine Signal.

J. W. Hawley, of Warsaw, has invented a patent engine signal, designed to supply the place of flagmen at railroad crossings. The invention was tested on the Buffalo branch of the N. Y. C. R. R. recently, and the Lockport *Journal* gives the following description of it:

The signal was found to consist of a hollow pipe or post, firmly fixed to the roadway, and a short distance from the track. At the top of the post, about twenty feet from the ground, was a square box, in which all the mechanism is placed; this consists simply of a cam lever, which is held in its place by two spiral springs, and which also controls two bolts. From both ends of this box is stretched a wire which communicates with a lever, which can be placed off any distance required, but for the experiment was stationed about forty rods away from the post. This lever is located a few inches from the track and has the appearance of a sleigh runner set on an incline. Upon the pilot of the locomotive a small pulley is fastened, which, as it approaches the lever, travels up the inclined plane, which it depresses, thus causing a tension in the wires, the bolts are drawn in the post and a shaft which is held in suspension by bolts drops down. To this shaft is attached a lantern cover, a sign on which the word "Cars" is painted in large letters, a white flag and a gong, so that the approach of a train is heralded by the extending of the flag, the exhibition of the sign board, the striking of the gong, and at night by the displaying of a lantern. Close to the post is another lever similar to the one before described which is operated in the same manner, except that it raises the shaft inside the post by a direct action, the top of the shaft being chamfered or cut out in the shape of a gouge, displaces the bolts which close together again in a recess cut into the shaft, and the apparatus is ready for operation again. The wires which connect with the signal are so arranged that although being perfectly slack and free, they are held by slings in such a way that there is a perfect tension without swaying and abundant room for contraction or expansion, and there is absolutely no danger from their breaking by a sudden jar or shock. The process is peculiar to the inventor, and its adaptability for

the purpose it is designed for, was the theme of much favorable comment by those who witnessed the operation. After a thorough inspection had taken place, the train was observed approaching, and as it thundered along at the rate of thirty miles an hour, all eyes were turned to the signal, which to the gratification of all assembled, worked to a charm. The carriages were then entered and the party returned to town.

RAILROAD CAR STOVES are denounced as the cause of the fire which increased the horrors of the Ashtabula accident. But the passenger cars on this train were heated by hot water; and instead of oil lamps candles were used for light, the appliances being supposed to be those least likely to cause fire. But there must be a fire somewhere to heat water in pipes, and when a car falls seventy feet or so, almost any receptacle for fire will be shattered and the coals scattered. Moreover, when a locomotive falls bottom up on a heap of broken cars, a fire may be kindled without stoves. Doubtless in this case, while the failure of the bridge was the first cause of the accident, the burning of the cars, which was another and distinct occurrence, added to the fatality. Heating and lighting apparatus which will not be likely to communicate fire in case of accident are very desirable; but it is doubtful whether any such apparatus would have been effective at Ashtabula. When all the heaters in a train have been crushed by a fall of seventy feet, and their contents mingled with the splinters of the cars, those of the locomotive fire-box being poured over them in addition, nothing but incombustibility in the cars themselves is likely to prevent a conflagration. What might be perfectly effective in an ordinary derailment or collision might be useless in such a tremendous fall.—*Railroad Gazette*.

THE report of the Reading road shows a decrease of 18 per cent. in the net profits of the year which fell below the fixed charges (interest, rentals, etc.) by \$1,350,000. There was the very large increase of 30½ per cent. in passenger earnings, due to Centennial traffic, and a decrease of 12½ per cent. in coal earnings. There was an increase of working expenses, due probably chiefly to the increase in passenger traffic, as there is a decrease in the expenses per passenger and per ton of coal

moved. In spite of the fall in prices after the breaking of the coal combination, amounting to about \$1.75 per ton, the profits of the railroad were more than twice as great for the three months following that event than for the three months preceding, and the profits of the railroad and the coal and iron company together are given as \$1,932,000 for the three fall months, against \$125,000 for the three summer months. Mr. Gowen says that the result since the fall in prices indicate that even with the present condition of things the company can earn enough to pay all its fixed charges. The great danger of the company is in the floating debt of more than \$8,000,000 which it has to meet, and to provide for which a new mortgage is to be made.

PASSES.—The new editorial passes issued by the Illinois Central Railroad are not likely to be used this year by any one but the person in whose name the pass has been issued. They are similar to the season-passes issued by the Centennial Commissioners at Philadelphia. Each person accepting a pass has to furnish his photograph, which is pasted on a space left vacant for this purpose on the ticket. Several other Western roads are about to adopt a similar plan. The following circular has just been issued to the conductors on the Vandalia & Indianapolis and St. Louis roads. This will inconvenience some of the recipients of such favors:

"Trip passes on either of our two lines are good only for continuous passage between the stations named, and within the time specified thereon.

"No stop-over will, therefore, be allowed thereon, unless the same be indorsed as entitling the holder to stop over at points to be named; this indorsement to be made by the person issuing the pass, or by some authorized officer of our companies, in which case you will punch the pass and note on the back the unused portion of the same, permitting the holder to retain it.

"JOHN E. SIMPSON,
"General Manager."

THE south bound train on the Pensacola (Fla.) road was thrown from the track, on the night of the 9th of January, by a willfully misplaced rail. The fireman was fatally and the engineer badly injured. The company offers \$1,000 reward for the arrest of the guilty party.

(New York Herald, January 12th.)

Skilled Mechanics to be Taken to Australia.

There has been of late a flutter of excitement among skilled artisans and mechanics caused by an advertisement offering transportation to Sydney, Australia, at an extraordinary low rate, and intimating that work in plenty was to be had for the asking when that port was reached. The offer comes from R. W. Cameron & Co., of this city, owners of the Pioneer line of Australian packets, and is, they state, authorized by the government of New South Wales. The advertisement appears in the following form:

"To mechanics of all trades, domestic servants, male and female, farm laborers, shepherds, stockmen, road and railroad makers, and any other description of laborers suitable for town or country pursuits:

"Under arrangements with the government of New South Wales the undersigned are duly authorized to give passage to approved immigrants (of sound health and good moral character) to Sydney, Australia, between the ages of twelve years and fifty years, at \$37.50 gold, each; and for children accompanying their parents between the ages of two and twelve years, \$18.75 gold, each; younger children without charge.

"The good ship N. Boynton, 1,800 tons capacity, will sail from Pier 9 East River, on February 1, 1877, and be followed by vessels sailing in March and April.

"The number of each vessel will be limited. Applicants will be entered as their applications are received. A deposit of \$20 for each grown person, and \$10 for children required to secure passage, etc."

To every applicant for information—and they are many—is handed a "statement authorized by the government of New South Wales, of the current rate of wages of laboring people in the colony of New South Wales, and the cost of their house rent, food, and clothing, to enable officers duly appointed by the government and executive council, to furnish necessary information to persons entering into engagements for service under the act of New South Wales," etc. The "statement" covers four sides of a large sheet of paper, and includes the current prices of work, food, rent, clothing, and a retail price list of groceries, etc. Men are offered wages varying in amount, and, in some instances, even lower than the prices prevailing in

this country. Stone masons and plasterers' wages, \$2.75 per day; bricklayers, \$3 per day; iron and brass workers, 30 to 35 cents an hour; married couples on farm stations, \$300 a year; farm laborers, \$200 a year; shepherds \$200 a year; cooks, \$200 to \$300 a year; and other avocations in proportion. House rent is put down as follows: Small cottages in Sydney and suburbs, three or four rooms and kitchen, \$2 to \$3.75 per week; larger houses, from \$4.50 per week up. Board for single men is quoted at from \$3.75 to \$6 per week. The list is continued down to the smallest article needed for household use. Some of the articles are quoted at prices much higher than they could be purchased for in this city—and some cheaper. Milk, for instance, varies from twelve to sixteen cents a quart, while a "good suit of cloth clothes" may be purchased for \$7.

The impression has gone forth that work was guaranteed to skilled mechanics immediately upon their arrival at Sydney. Such, however, is not the case, and while the clerks at Cameron & Co's office state that they will not guarantee work, they also state that there is very little doubt that work in plenty may be obtained. The writer yesterday visited the shipping office and was met at the counter by one of the clerks. The following conversation ensued:—

"Can I engage passage to Australia by the Boynton?"

"Yes; are you a mechanic?"

"Yes, I am a machinist."

"Where have you worked?"

"Well—I've worked in a newspaper office—helped run the newspaper machine."

The clerk then stated that the passage money was \$40 in currency, and a deposit would have to be made to secure a passage, the whole sum to be paid before the ticket was issued. "First come first served," continued he, as he reached up and took down from a shelf the list of "current prices" already alluded to. "Read this," said the clerk, "and it will give you all the information possible; if there is anything you don't understand come back and I will explain."

"How can you take a man to Sydney for \$40, a voyage of ninety days or more?"

"The government of New South Wales remunerates us—that is, makes up the difference."

"How is work in the colony?"

"There is plenty of work on the railroads."

"Any business going on?"

"Well (hesitating), I couldn't say how much."

"Do you guarantee work when I arrive?"

"No, we do not guarantee you work, but there is no doubt plenty."

"Can I take my wife at the same price?"

"Yes, \$40 each."

After a few more unimportant questions the writer gave way to a Brooklyn carpenter, who propounded the usual questions, and received the stereotyped replies.

The N. Boynton is a wooden sailing ship of 1,065 tons burden, and is at present lying at pier 9 East River. She was visited yesterday. No preparations have yet been made for the passengers; but it is stated that bunks will be erected for them amidships, between decks. There seems to be no good reason why the government of New South Wales should attempt to draw skilled American mechanics to Sydney unless there is work for them. If there is work for them it is equally unreasonable not to announce the fact. Under the circumstances mechanics should consider well before they place themselves in a position from which extrication will be difficult.

Once Too Often.

Some weeks ago a young scapegrace in this city, who had left his parental roof in New York, under a cloud in 1865, concluded to put up a job on the old gentleman and make a raise. He accordingly telegraphed to his father in New York:

"Mr. —: Your son Walter was killed, by the explosion of a boiler, this morning. What shall we do with the remains?"

"M. L. BARKER."

Almost immediately a telegraphic order came for \$150, and the laconic reply, "Bury them."

The fictitious M. L. Barker froze to the \$150, and went on a royal spree, and a few weeks after wrote to his father over his real name as follows:

"Dear Father: I have just learned that an infamous scoundrel, named Barker, sent you a fictitious account of my death and swindled you out of \$150. He also borrowed \$25 from me and left the country. I write to inform you that I am yet alive, and long to see the old parental roof again. I am in somewhat reduced circumstances,

the accumulation of the last five years having been lost—a disastrous stock operation—and if you would spare me \$200, I will be ever thankful for your favor. Give my love to all. You affectionate son,

"WALTER."

A few days later the young man received the following:

"My Dear Son: I have buried you once, and that's an end of it. I decline having any more transactions with a corpse."

"Yours, in the flesh, FATHER."

The old gentleman evidently knew whereof he spoke.—*Virginia City Chronicle.*

Congressional Railroad Bills.

A bill declaring the meaning of the Pacific railroad acts was taken up in the Senate on the 3d of January, Mr. Wright, of Iowa, explaining that its object was to prevent the Central Branch Union Pacific Railroad from receiving bonds and lands for the construction of its road in excess of 100 miles from the Missouri River. (This 100 miles has been in operation many years.) Mr. Ingalls, of Kansas, had introduced a bill to enable the railroad company to submit its claims for additional subsidy and land grant (to the 100th meridian, 225 miles further than the present terminus) to the Supreme Court. Mr. Kasson's bill was read a second time and laid upon the table.

In the House, on January 3d, Mr. Wilson, of Iowa, offered a resolution requesting the Committee on Railroads to take into consideration and report whether it is wise and expedient to provide by law for the appointment of a National Board of Engineers to supervise the condition of interstate railroads, so far as safety to passengers is concerned.

In the House, on the 7th of January, Mr. Goodin, of Kansas, from the Committee on Public Lands, reported a bill authorizing the McGregor Western Railroad in Iowa to intersect the road from Sioux City to the Minnesota State line (Sioux City & St. Paul) outside and west of O'Brien County, with a proviso that the grant of land shall not be increased or changed, and that homestead and pre-emption rights shall not be affected. The bill was passed.

THE Baldwin Locomotive Works are working 1,039 men, and are engaged chiefly upon Cuban and South American orders.

A Model Railway.

A Providence paper devotes space to a lengthy sketch of the Boston & Providence Railroad, from which we extract the following :

"For good order, thorough system and completeness of management, the Providence road is excelled by no railroad in New England, if in the country. The provisions which have been made for the convenience, discipline and officering of its employes, are well worthy of the emulation of other railroads, and the beneficial results which have been produced commend themselves as well to rival companies as to the traveling public. The road was completed and opened to public travel in 1831, at which time two conductors were all that was required to run all the trains; but to-day it requires the services of thirty regular conductors to do the work of the road, including, of course, the freight conductors. The oldest conductor on the road, in point of active service, is Mr. Moses Boyd, who commenced labor in that capacity in 1843, and during all these many years he has been in constant service between Boston and Dedham, where he now resides. Mr. Frank Kimball is another veteran in the service of this road, and is held in warm esteem by those who have occasion to ride on his train. Mr. Kimball stands second in seniority. He entered upon the duties of conductor in 1847. The next in order of service is Mr. S. H. Nason, more familiarly known as 'Ham' Nason. Mr. Nason is a son of ex-Superintendent Daniel Nason, and entered the employ of the road in 1848, and for the past twenty-five years has run the early train from Boston to Providence. During all that time the train under his charge has never met with any serious mishaps. In 1852 Mr. E. G. Neal was appointed to a conductorship on this road. In 1856 Mr. William Neal received a like appointment, and has for many years had charge of the Stoughton train. The civil service rules are strictly enforced on this road, and no man will be given charge of a train who has not proved himself reliable and trustworthy on the platform. The conductors wear a uniform prescribed by the management. It consists of a sack coat, vest and pantaloons, made plainly but neatly of dark blue cloth; the buttons are brass, and bear the date of the road's incorporation. There

was some opposition to its introduction at first, but Superintendent Folsom appeared one morning in the passenger station decked in the new regulation suit, with all its stripes and bands, and that established it permanently and made it popular. Each conductor is allowed \$200 a year extra for his suit, and he is obliged to appear always neatly dressed. For every five years of service he gets an additional stripe of black velvet on his right sleeve and draws \$100 extra. Conductor Boyd wears six stripes, Conductor Kimball five, and so on, according to time of service. The hours of labor are fewer than on any other road, and far more regular. The men who run trains to Providence are obliged to make just one trip, which occupies two hours each way, and although they are 'on call' in case of emergency, the system is so complete that they seldom do any extra work. Those who work on the short branches are obliged to be more on the alert. These latter average four round trips a day, their hours being from 8 A. M. to 9 P. M., with enough intermission during the day to dine and spend some time with their families. There are only two men who live in Boston and are obliged to sleep away from home; these run the late evening trains to Providence and return next morning. The engineers' department contains men who have been in the service of the corporation for about twenty-five years. Mr. Standish, who until last spring ran between Boston and Stoughton, but who is now placed on the retired list, appears on the pay-roll of 1842; Prince, of 1847; Farmer, of 1848; and Patten, of 1849. The same custom prevails here as in the conductors' department of adding an extra \$100 at the end of every five years' service. In the other branches of the road's service there are about sixty men actively employed on freight and passenger trains. There are twenty-four freight brakemen and thirty-two passenger, the latter including the baggage-masters on board of the trains. Their ambition is kept alive by the chances of promotion, and they are, on the whole, as efficient and trustworthy as any body of men in the country."

The number of miles of steel rail in Illinois is 1,546.91, upon seventeen roads. The Chicago & Alton has 266; Chicago, Burlington & Quincy, 315; Chicago & Northwestern, 276; Chicago, Rock Island & Pacific, 180; Illinois Central, 285.

"ONLY THE BRAKESMAN."

BY CONSTANCE FENIMORE WOOLSON.

"Only the brakeman killed"—say, was that what they said?
The brakeman was our Joe; so then—our Joe is dead!
Dead? Dead? Dead?—But I cannot think it's so;
It was some other brakeman, it cannot be our Joe.

Why, only this last evening I saw him riding past;
The trains don't stop here often—go rushing by as fast
As lightning—but Joe saw me, and waved his hand; he sat
On the very last old coal-car; how do you 'count for that—

That he was killed alone and the others saved, when he
Was last inside the tunnel? Come, now, it couldn't be.
It's some mistake, of course; 'twas the fireman, you'll find;
The engine struck the rock, 'and he was just behind—

And the roof fell down on *him*, not on Joe, our Joe—I saw
That train myself, the engine had work enough to draw
The coal cars full of coal that rattled square and black
By tens and twenties past our door along that narrow track.

On into the dark mountains. I never see those peaks
'Thout hating them. For much *they* care whether the water leaks
Down their big sides to wet the stones that arch the tunnels there
So long—so black—they *all* may go, and much the mountains care!

I'm sorry for that fireman— What's that? I don't pretend
To more than this: I saw that train, and Joe was at the end,
The very end, I tell you! Come, don't stand there and mock—
What! it was *there*, right at his end, the tunnel caved, the rock

Fell on him? But I don't believe a word— Yes, that's his chain,
And that's his poor old silver watch; he bought it— What's this stain
All over it? Why, it is red!—O Joe, my boy, O Joe,
Then it *was* you, and you are dead down in that tunnel!—Go

And bring my boy back! He was all the son I had; the girls
Are very well, but not like Joe.—Such pretty golden curls
Joe had until I cut them off at four years old; he ran
To meet me always at the gate, my bonny little man.

You don't remember him? But then you've only seen him when
He rides on the coal-trains among the other men,
All of them black and grimed with coal, and circles round their eyes,
Whizzing along by day and night.—But you would feel surprise

To see how fair he is when clean on Sundays, and I know
You'd think him handsome then; I'll have— God! I forgot—O Joe,
My boy! my boy and are you dead? So young—but twenty.—Dead
Down in that awful tunnel, with the mountain overhead!

They're bringing him in? Oh, yes, I know; they'll bring him, and, what's more,
They'll do it free, the company! They'll leave him at my door
Just as he is, all grimed and black,—Jane, put the irons on,
And wash his shirt, his Sunday-shirt; it's white; he *did* have one

White shirt for best, and proud he wore it Sunday with a tie
Of blue—a new one. O my boy, how could they let you die
Crushed by those rocks! If I'd been there I'd heaved them off—I know
They could have done it if they'd tried. They *let* you die—for oh,

"Only the brakeman" and his wage was small. The engineer
Must first be seen to there in front.—My God! it stands as clear
Before my eyes as though I'd seen it all—the dark—the crash—
The hissing steam—the wet stone sides—the arch above—the flash

Of lanterns coming—and my boy, my poor boy lying there,
Dying alone under the rocks—only his golden hair
To tell that it was Joe—a mass all grimed, that doesn't stir—
But mother'll know you, dear, 'twill make no difference to her

How black with coal dust you may be, your poor, hard-working hands
All torn and crushed, perhaps; yes, yes—but no one understands
That even though he's better off, poor lad, where he has gone.
I and the girls are left behind to stand it and live on

As best we can without him!—What? A wreath? A lady sent
Some flowers? Was passing through and heard—felt sorry—well, 'twas meant
Kindly, no doubt; but poor Joe'd been the first to laugh
At white flowers round his blackened face.—You'll write his epitaph—

What's that? His name and age? Poor boy! —Poor Joe!—his name has done
It's work in this life! for his age—he was not twenty-one,

Well-grown but slender—far too young for such a place, but then
He wanted to "help mother," and to be among the men.

For he was always trying to be old—he carried wood
And built the fires for me before he hardly understood
What a fire was—my little boy—my darling baby Joe—
There's something snapped within my breast,
I think; it hurts me so,

It must be something broken. What is that?
I felt the floor
Shake; there's some one on the step. Go,
Jennie, set the door
Wide open, for your brother Joe is coming home. They said,
"Only the brakesman,"—but it is my only son that's dead!

—Appleton's Journal.

A good test of the "vacuum brake" was made the other day at the Victoria station on the Underground Railway. As a city train was emerging from the tunnel, a gentleman on the platform took off his coat and hat, threw away his umbrella, and jumping down on the line placed his neck on the metals. The engine-driver had the vacuum gauge at his command, and applied it. The train was brought to a standstill almost immediately, but the guard-iron of the engine caught the prostrate man on the head, and lacerated the scalp. He was at once conveyed to St. George's Hospital, and hopes were entertained of his recovery, but, in the course of a few days, a relapse took place, and he expired. The brake certainly proved very efficient, for, although it did not pull the train up quite soon enough to prevent the sad occurrence described, it pulled it up sufficiently quick to have prevented anything like a serious collision had there been another train immediately in advance.—*Railway Service Gazette.*

Six hotel cars of the finest description are now being built by the Pullman Car Company for the Omaha and California Line of the Chicago & Northwestern Railway, and will be placed on the line early in the coming spring. They will be sixty-six feet long, ten feet wide, and ten feet high, each with ten sections, one drawing-room, and one state-room, with closets, kitchens, and dressing-rooms. The glass and chinaware for the cars are now being made in Dresden from patterns selected from the Royal Dresden Exhibit at the Centennial Exposition at Philadelphia.

A Broken Engine and a Good Engineer.

Engine No. 459, which draws regular coal train Nos. 1 and 2, between Port Jervis and Hawley, when about one mile east of Pond Eddy, Tuesday afternoon, broke the forward end of the right main rod, knocking out the forward cylinder head, and also breaking the pump, which disabled one side of the engine. But another demonstration of the advantage of hiring experienced men is here given. Mr. D. C. Wood, the engineer, and his fireman, Mr. G. W. Hidenthal, immediately set to work and in less than twenty minutes, had so far repaired the injury, that they were enabled to bring their train, a long coal of fifty cars, into this station. Such work as this may be an ordinary matter to engineers who understand their business, but engines on roads that employ second-class engineers are frequently abandoned as disabled when broken in this manner. Engineer Wood, and Fireman Hidenthal are deserving of great credit for their work, and especially for bringing their train in with so little detention.

Mr. Wood has been an engineer on the Erie seventeen years, and is considered one of the best on the road. For twelve years he has run the same trains which he now does.—*Tri-States Union, Port Jervis, (N. Y.) January 5th.*

The Raleigh (N. C.) *News* of January 10th, says:

"Major W. W. Rollins, the President of the Western North Carolina Railroad, arrived in this city yesterday afternoon, and gives a graphic account of his trip between Henry's, the head of his road, and Salisbury. The train left Henry's on Monday morning last about 7 o'clock. Snow was falling at the time, with the thermometer registering eighteen degrees below zero. Soon after starting the track grew very heavy, but the train managed to reach Old Fort. The snow was falling at a terrific rate, and with each turn of the wheels progress became more and more difficult. Four miles below Old Fort the engine gave out of water and the train came to a dead stop. The locomotive was cut loose, and with Engineer Marsh, Route Agent Ramsay and four negroes, started alone to the tank, which was three miles distant. About half way it ran into a snow-drift, which stopped it entirely, and after re-

peated efforts to get through, and as many failures, the engineer essayed to put back to the train, and discovered to his utter consternation that he could neither go forward nor backward. Bound fast by the snow, the engineer and his party remained there on the track the whole of that long and cold night, with no covering save their ordinary clothing, no shelter except what was afforded by the cab, and no fire except what they could keep in the furnace of the engine by burning such fence rails and other wood as they could dig out of the snow. Provisions were sent to them from the train, and the next morning water was carried in buckets for a distance of a quarter of a mile, through snow thirty-six inches in depth on a level, reaching to the waists of the men, until enough was had to raise steam in the engine. Then by repeatedly running back, then under full headway striking the snow-bank with the plow on the pilot, the locomotive finally made its way through this drift, to find the road filled with others almost as immovable. Meantime a large force of convicts had been sent for, and these pushed the train back to Marion, where the passengers were provided with all necessary comforts. The bare engine proceeded down the road at a slow rate, the snow being shoveled out before it in many places, until about the third day it reached Icard."

A GEORGIA ROMANCE.—The train on the Western & Atlantic Railroad had stopped at a small station, and a beautiful young gentleman, with a linen duster, a mustache, a gold-headed stick, a pair of tight boots, and a smile, had led into the car a blushing damsel of eighteen, with a ravishing hat, and a piece of court-plaster underneath her lovely mouth. They took seats, gazed at each other, smiled and talked, and every old gossip in the car had her eye upon them. He opened a book and turned the pages, while she looked out the window. Tunnel Hill, Georgia, in sight. The train dashed through a section of inner darkness. When the other end of the tunnel was reached she was looking out of the window, while he was turning the pages. The court-plaster was on his chin—not hers; the edges turned up and the center not smoothed down; it seemed to have been hastily deposited. All the old gossips made a note on't. She looked at him, saw the court-plaster, rubbed her own chin, blushed and whispered to him. He put his

hand up to his chin, brought down the court-plaster, took out a cigar, and fled to the smoking-car. In the distance rose the grim defiles and solemn curves of Tunnel Hill, Georgia. The conductor entered the car with his new steel punch. The car-boy shouted "Lozenges!"

Fiendish Work.

A freight engine and twelve cars were thrown from the track on the Cherokee Division of the Missouri, Kansas & Texas Railroad, on the night of January 17th, by a misplaced rail and the engineer, fireman and brakemen severely scalded. The fireman has since died. Three men, named Woods, Mead and Meadows, were arrested and taken to Fort Smith charged with misplacing the rail, and the evidence against them is said to be conclusive. The rail was evidently misplaced for the purpose of wrecking the passenger train, which, fortunately, passed safely over, but the freight train coming from the opposite direction was wrecked.

THE DANGER OF CUTTING OFF PASSES—The Atlanta (Ga.) *Constitution* says that it suddenly found out from its country exchanges, a short time since, that the Georgia Railroad was in an alarming condition. The ties were rotten, the rails worn, the Oconee bridge was not safe, and no one with regard for his life and limbs would travel on such a road. The editor was puzzled to account for the sudden depreciation of what had always been considered a good road until his eye lighted on a circular headed "Georgia Railroad Company" and announcing that after January 1st no free passes would be issued to members of the press. That explained it all.

SAVING WIPERS' WAGES.—The Springfield *Republican* says: "The Boston & Albany people made a trial a few months since of the recent recommendation of a prominent railroad man to run engines without wiping. An engine was run on the Boston & Worcester Division about four months without rubbing down, and at the end of that time it was a sorry looking sight. In fact, the train-men used to say the machine looked so bad, the road was ashamed to run it in the day-time, and it always ran nights until it was cleaned, since when the experiment has not been repeated.

Automatic Car Coupler.

Mr. J. G. Crikelair, of Green Bay, Wisconsin, has invented an automatic car coupler which is thus described:

The invention consists of a hook on the end of the draw-bar, the hook standing upright instead of the other way, as in the Miller coupler. The hook on every car is on the right side of the draw-bar or buffer-head, so that when two cars come together the hooks are side by side. There is an opening in the end of the draw-bar into which the hooks fall automatically. The hooks have clamp enough so that a difference of several inches in the height of the cars will make no difference in the operation. When the two cars come together, the hooks strike on the end of the draw-bar, rise up and fall by a spring into the holes in the draw-bar. Each car is thus doubly clamped, the hook on each clamping into the draw-bar on the other, and no possible amount of jumping of the cars can uncouple them. The hooks may be operated either by a rod running to the top of the car or by a man on the ground, with equal ease. In case it is desired to couple one of these cars to another having the old link and pin attachment, the hook may be raised and will stay up, and there is an opening in the draw-bar to receive the link, and a hole for the pin. The apparatus is designed for freight cars, but is equally applicable to any others. Flat, box, and passenger cars may all be coupled together, and it will work as well in the winter, covered with snow and ice, as in the summer. The new arrangement may be attached to any car having the old link and pin with but very small expense, and the original cost of this coupling over the old one will be but trifling, as the whole can be cast instead of forged. It may be attached to any old car by simply taking out the old draw-bar, without any alteration of the car. The apparatus has been tested on the Green Bay & Minnesota Railway, it is said, with success.

THE Baldwin Locomotive Works recently delivered a new engine to the Union Railway & Transit Co., of St. Louis, for service on the bridge.

THE National Locomotive Works of W. H. Bailey & Co., at Connelville, Pa., has a full force employed and a number of locomotives under construction.

ITEMS OF INTEREST.

The North Jersey Iron Company's furnace at Port Oram, N. J., will soon go into blast.

A line of Pullman sleepers is now run without change between Boston, Mass., and Danville, Va., via the Virginia Midland line.

The Rogers Locomotive Works, at Paterson, N. J., have been shipping some engines for the Missouri, Kansas & Texas road.

John Vaughn, train dispatcher of the Jeffersonville, Madison & Indianapolis road, has tendered his resignation to take a position on the Louisville & Nashville road. J. B. Safford succeeds to the place vacated.

THE Springfield shops of the Boston & Albany road have recently turned out three heavy passenger engines and have three more in progress. One of the first three has 6 ft. drivers, the rest 5 ft. 6 inch.

Since the Ashtabula disaster the officers of the Chicago & Lake Huron Railway have made an examination of the bridge over Grand River, at Lansing, and will build a new one. It cost \$10,000 seven years ago.

The viaduct and connections with the new union depot at Worcester, Mass., are completed, and the Boston & Albany, the Northern roads the Norwich & Worcester, and the Providence & Worcester roads all run into it.

A New York dispatch says: "The friends of the Commodore say that William H. Vanderbilt is to carry out the plan of his father for the construction of the hospital or the home for the benefit of employes of Vanderbilt's roads. It is also understood that the Commodore placed a large sum in the hands of his eldest son to be distributed among his most valued friends, no mention of whom is made in his will."

The old shops of the Cleveland, Columbus, Cincinnati & Indianapolis, in Indianapolis, have been closed, and all the machinery removed to the new extensive shops at Brightwood, just outside the city. The new shops include a round-house 240 feet in diameter; locomotive repair shop, 90 by 271 feet, with two wings, each 50 by 112 feet; boiler shop, foundry, car repair shop, paint shop, blacksmith shop, car shed.

Editorial.

The Course of Trade.

We have, for three years past, had an almost constant repetition of a very unpleasant story—that trade is dull and times hard. If this were confined to this country we might feel badly; but it would be attended with the comfort that as it was a local commercial evil it must have a local cause, and we could find a local cure. But unfortunately the disease is not local, and it is far beyond any power of legislation to cure it. The condition of England and Germany certainly is not better. On the contrary, it is decidedly worse. In England the iron and other classes of manufacturers complain of greatly depressed business, and actually propose to remonstrate against the American tariff because it builds up American competition. In Germany the expected prosperity arising from the payment of immense sums was an utter failure. France grew prosperous under that payment, and Germany became unprosperous by receiving it. That effect, as between France and Germany, we can understand something of. The French are an exceedingly thrifty, economical people, and the government has a protective tariff. We see, therefore, that while thus industry was protected on one hand the people felt the necessity of economy, and the result of these measures was the success and prosperity of domestic industry. On the contrary, in Germany it was precisely the reverse. The people felt rich and went to speculating. The natural results followed. Although this statement explains the relative condition of France and Germany only, it contains in itself the essential general cause which has produced general depression. This general cause is over-trading and speculation. It cannot be the want of money, for there is a great abundance of money for all men who

have credit and securities. For the consumption of every article of common use, such as flour, meat, sugar and cloth is greater, instead of being worse, than it was five years ago. If anything, there has been economy, and the people have consumed less. Yes, that is true. But so is another thing. Does the reader reflect, that in four years this country has received an addition of three millions of people? Such is the fact, and the consumptive demand of that three millions of people for the necessary wants of life is much greater than the reduction by all the economy of the nation. This is demonstrated by the import and export tables of Cincinnati and Chicago—which show a continual increase of the quantities of produce and merchandise received for distribution. It is possible, of course, for a few merchants or manufacturers, for want of right management, or from too much local competition, to fail. But it is not possible that the country needs or has any fewer men engaged in a legitimate business in a legitimate way—or that in a properly conducted business they can make less average profits. What then is the cause of the complaints, and the remedy? As we have said—over-trading and speculation was the cause, and we will illustrate its workings by two striking examples. Of course we do not mean the over-trading and speculation of two or three years; nor do we mean any of the evils and consequences of an inflated currency, such as existed after the war. We mean only that over-trading and speculation which arose naturally from the desire of speculation. We will take first the *railroads*. These have been an immeasurable benefit to the country, and we have all desired and advocated them. It is not in the light of a general and great benefit that we are now looking at them; but simply as a commercial element. In this light they have their effects even if the country is willing to bear the whole cost.

In the first place we observe that from 1852 to 1872—20 years—railroads were the continual subject of speculation to the originators, the contractors, the managers and the capitalists, who got enormous interest on their capital. The worst result, however, was their being made the foot-balls of the Stock Exchange in the great gambling room of Wall street. Now let us see what the result of this has been. There are 75,000 miles of railroads in the United States, and the absolute money cost has been *three thousand millions of dollars!* Any one can see that this is a considerable per cent. of the whole capital of the country. Next let us see what these railroads are worth to-day. The following shows the recent quotations in New York of some of the great railroad companies: Lake Shore, 56; Milwaukee and St. Paul, 20; Northwestern, 37; New Jersey, 36; Ohio and Mississippi, 12; Michigan Central, 47. These are not small, or, unimportant roads; but among the greatest and best in the country. It is evident, that the entire rail stock of this country is not worth one-third of its original cost; and that, including bonds, the whole railroad property is not worth half its cost. This is the commercial result, and it is in that light only we are looking at it.

We are happy to say that the country is slowly but certainly coming out of its depressed condition. There is one unmistakable sign which is the harbinger of a brighter day. This is the reduction of imports and the increase of exports. This is working in our favor. The imports in 1876 were reduced in value more than one hundred millions of dollars.

In the late accident on the Bee-Line Railroad, in which Bro. Sayre, wife, and daughter were passengers, and the two first mentioned were seriously injured—it is but just, says Bro. Sayre and lady, that some mention be made of it through

our MAGAZINE in order to show to our members that *all* companies are *not* unjust. To use Bro. Sayre's words:

We were right one time, running at the rate of from twenty-five to twenty-seven miles per hour, when our coach struck a broken rail, the forward trucks passing over all right, the hind ones left the track, and, as we neared the road-bed of the gravel track switch, the car was turned completely over, standing twenty-five feet from the main line on the roof. The stoves were perfectly secured, and did not drop a spark of fire. Engineer Sam. Row stopped his train in three hundred and thirty feet from where the car jumped the track, and with his fireman, A. Jenkinson, and Mail Agent Humphreys, was into the wrecked car ere the passengers rose from their positions. The wounded were assisted into the baggage car; speedily getting into Bellefontaine, where an abundance of aid was on hand to attend to the wounds of all. Bro. Sayre caught his daughter in his arms and thus preserved her from harm. Every possible care was shown the sufferers, and many are the expressions of praise spoken in favor of C. C. Gale, Superintendent of Bee-Line, and his officers and employes; also the kind people of Bellefontaine are not forgotten by our brother and his family. The accident was purely unavoidable. Bro. Sayre and wife are improving fast, and return their warm and sincere thanks to all, especially so to the management of the line.

NOTE.—Members will make allowances for Bro. Sayre in communicating with him, as his internal injuries, received in the accident, will not permit him to confine himself for a time to his work. He would also ask lodges whom have required his personal services to be lenient with him, as traveling will be almost an impossibility for a time.

A WAR in passenger rates seems to be next in order.

Suicide of the Chief Engineer of the Lake Shore Railroad.

About 9 o'clock on the morning of the 20th of January, it was discovered that Mr. Charles Collins, Chief Engineer of the Lake Shore road, had committed suicide by shooting himself through the head. He was last seen on the night of the 17th, and had made arrangements to go out next morning with Superintendent Fletcher, Maxwell, and others inspecting bridges on the road, and returned to his room in his house. His wife being visiting at Conneaut the party waited some time the next morning for Mr. Collins, but finally went on. Thursday and Friday following it was supposed that Mr. Collins was with the examining party, but Friday evening Superintendent Fletcher returned, and inquired for Mr. Collins. A telegram was sent this morning to Conneaut; answer returned that Mr. Collins had not been there. Search was made in the house and Collins was found in his bed, apparently having committed the fatal act Wednesday evening. Mortification had already set in, and his appearance was a sad sight. Mr. Collins has been Chief Engineer of the road for twenty years, and has been in the employment of the road for thirty years. Since that terrible bridge disaster at Ashtabula he has been very much troubled in mind, as he considered he was held partially responsible by the public. He has repeatedly said to those intimate with him that he had as soon be dead as alive. Mr. Collins was very much respected here. This suicide was premeditated, as two pistols and a razor were found in his bed. Three chambers of his revolver had been discharged.

In a paper on the fracture of railway tires, read to the London Institution of Civil Engineers by Mr. W. W. Beaumont, American chilled wheels are commended for their great durability, which the author attributes to the extreme hardness of their

running surfaces. Since 1847, seventy-four lives have been lost in Great Britain by reason of the fracture of railway tires, and two hundred and thirty-six persons have been seriously injured. Mr. Beaumont does not agree with those who think these accidents due to low temperatures in winter or to the strain produced by shrinking the tires on to the wheel bodies. The tires, he says, roll at high velocities, under heavy loads, along a hard, smooth and rigid way. Film after film of the material is thus compressed from the surface inward, and this compression causes internal strains which occasion the fracture, or so affect the tire that a sudden and severe shock of any sort will fracture it. The method of fastening the tire should be such as to prevent it, if possible, from leaving the wheel in the event of a break; as it is not the simple fracture, but the flying off of the tire that usually does the most mischief.

IN commemoration of the fast trip across the continent, made by Jarrett & Palmer last June, Mr. Samuel Carpenter, passenger agent of the Pennsylvania railroad, was, on the 17th of January, presented with a souvenir in the shape of a book containing *fac similes* of tickets used on various roads, handsomely engraved, and enclosed in a massive silver case. The covers of the book are also of solid silver, and bear suitable inscriptions. The leading railroad men of New York were present at the ceremony.

THE Port Jervis (N. Y.) Evening Gazette, of a recent date, has the following: "The Brotherhood of Locomotive Firemen now have a magazine, published particularly in the interest of that fraternity. It is called *The Brotherhood of Locomotive Firemen's Magazine*, is published by Isaac J. Bennett, at Dayton, O., and for \$1.10 a year. Being neatly printed and well edited, it should command the patronage of the entire brotherhood."

ON December 19, Mr. J. C. Milroy, Chief Engineer of the Brotherhood of Locomotive Engineers, of East St. Louis, Division No. 49, by authority of Mr. Arthur, G. C. E. of the Brotherhood, and the Grievance Committee of the members, paid twenty-two engineers and six firemen the sum of sixty dollars each as one month's allowance since they are out on a strike. These are the men who had the difficulty with F. E. Canda, Superintendent and General Manager of the Cairo & St. Louis (narrow-gauge) Railroad. They will be allowed sixty dollars a month for three months, or until they succeed in getting employment.

THE Manchester Locomotive Works, at Manchester, N. H., have lately delivered eight engines to the Quebec, Montreal, Ottawa & Occidental Railway; four to the Boston & Maine, and one each to the Kansas City, St. Joseph & Council Bluffs and the Missouri River, Fort Scott & Gulf.

A SUIT has been commenced in the Supreme Court of New York, by the Rogers Locomotive and Machine Works, of Paterson, N. J., against the St. Louis, Iron Mountain & Southern Railroad Company, to recover \$47,250, the price of nine locomotives. A contract was made in 1873, at which time the defendants were consolidated with the Cairo & Fulton Company, under the name of the St. Louis, Iron Mountain & Southern Railroad. The defense is that the locomotives were ordered for the Cairo & Fulton Company, and that the defendants were not liable.

THE government of Victoria has ordered from the Rogers Locomotive Works, at Paterson, N. J., two locomotives to be shipped to Melbourne. The 600 miles of railway in Victoria, owned by the government, are all now equipped with English rolling stock. The engines are to be of the eight-wheeled American pattern, with 17 by 22 inch cylinders, driving wheels 61 inches diameter, cast-iron truck wheels and driving wheel centers, and are to weigh 63,000 pounds empty. The gauge is five feet three inches wide.

[For the B. of L. F. Magazine.]

TO MY FIREMAN.

Last night I was dreaming of thee,
As I lay on my pillow asleep;
Sweet dreaming it was to me,
Sweet thoughts I ever may keep.

In my dream I sat by a murmuring stream,
And thou, my soul's darling, by my side;
A smile on thy face, a loving beam, [to glide.
'T would cheer the despairing, down life's way

And you told me you loved me, dear,
Sweet words, precious to my heart;
Words my poor heart to cheer,
Words with which my soul can not part.

Ah! may it be in the after years,
In this our lives here:
In this world of smiles and tears, [dear."
Thy loved voice murmuring, "I love thee,
M. M.

CHICAGO, January 19, 1877.

[For the B. of L. F. Magazine.]

HIS LAST TRIP.

BY LESLIE DOUGLAS.

[In memory of Herbert Hilliard, killed on the engine
"T. W. Williams," August, 1873.]

Death one more of our boys has taken
To his home beyond the skies;
Comrades, brothers, drop a tear
O'er the grave where brave Hilliard lies.

Nobly at his post of duty,
In time of danger did he stand,
But now bright angels his soul has taken
To that far off happy land.

His last trip is made, he's gone to rest
Above, among the blest,
And may his memory be long held dear
By those who loved him best.

And when we gather 'round the throne
With him who now is gone,
We will glad praises sing aloud,
And God's will be done.

Now drape your engines, firemen,
Strew his grave with garlands green,
In honor of him who his duty performed,
Till killed by fire and steam.

NEW LONDON, CONN., Jan. 10, 1877.

Correspondence.

Answer to B. V. D., Chicago.

I claim the dropping of the link, when in reverse motion, causes the reverse lever to go ahead with such force as stated in your query in the January number.

INDIANAPOLIS.

Queries.

Why is it that an engine throttle will, in most cases, when running from ten to twenty miles per hour, fly open when an engine is reversed?

W. LARUE, No. 14.

If your packing is down, why is it that an engine blows through more when taking steam in the front end of a cylinder than in the back end?

SPRINGFIELD, ILL.

From Topeka, Kansas.

Editor B. of L. F. Magazine:

We received the first copy of the **MAGAZINE**, and I must say were not only pleased but surprised with its appearance. Seeing no communication from Division 56, concluded I would write to you and give as much information as possible. Our Lodge was organized November 26; there were nine members present, now we have twenty-one, with a fair prospect for more, as there are several applications in now.

At our meeting to-day, we had a member of Division 13, by the name of W. B. Horne. To all appearances Bro. Horne is an excellent man. All the members here are working hard to promote the interests of the Order, and endeavoring in every possible manner to elevate and strengthen it, and so far, I think we have done admirably.

I will close by wishing the Order success in all its undertakings.

Yours fraternally,

G. MCGAFFEY, No. 56.

The Magazine.

The following comment was received by the Grand Secretary, in reply to a letter asking the opinion of the writer as to the merits of the **MAGAZINE**:

"INDIANAPOLIS, IND., Jan. 17, 1877.

"**FRIEND SAYRE:** The **MAGAZINE** came to hand a couple of hours ago. In accordance with the request you made a few days ago, I have given it a careful looking over with a view to expressing a candid opinion of its make up, worth, etc. The best thing I find about it is the idea of establishing such a publication. There is no such a bond of union in anything else as is found in printer's ink. The Brotherhood is the grand foundation; the **MAGAZINE** is the superstructure that completes the building. The Brotherhood is the wire; the **MAGAZINE** is the electric current that sends the messages of fraternity flashing from the Grand Lodge to its subordinates and back, and from one lodge to another around the entire circuit. The Brotherhood is the road, graded, graveled, tied, tracked, and ballasted; the **MAGAZINE** is the mighty engine drawing the train of human hopes and fraternal greetings from one brother's heart to another, the latter like a great depot opening to receive the precious freight. The next best thing about the **MAGAZINE** is its matter. This shows careful selection and much natural ability in the writers. The third point that recommends it is the workmanship.

"A."

Benevolence, Sobriety, and Industry.

What a beautiful motto you have chosen for your Order of Brotherhood of Locomotive Firemen—Benevolence, Sobriety, and Industry.

First, Benevolence: What a cold, cold world this would be, and what a weary time human beings would have trying to drag out mortal existence, if we were to be deprived of benevolence. Not only

should it be practiced among you who have chosen it for your motto but throughout the entire universe. Benevolence means charity, and the Bible says, "the greatest of all is charity." It should be practiced everywhere—at home and abroad, in the crowded thoroughfare and in the desolate streets. If you are prosperous and in good employment don't forget to be benevolent; if you meet with adversity and downfalls, don't forget it. And, not only in actions be benevolent, but in thoughts also. How much better would this country—nay the whole universe be to-day, if in our thoughts we practiced benevolence?

Second—Sobriety: Brotherhood of Locomotive Firemen, stand firm to that part of your motto; never let it be said of you that you have disgraced your lodge. Of all classes of working men you, of all others, should be sober men. Look how much misery you could cause by one drink too much, not only to your loved ones at home, but to thousands of others. Think of the many accidents that could have been avoided should the engineer and fireman both have been sober men. Look at the many firemen that have lost their jobs simply by one drink too much, which kept him from "going out" on his engine. Great praise to the fireman who the caller or watchman knows *never to look in a saloon for*. Never, in case of an accident, let it be caused from intemperance on the part of the fireman, and to keep free from such suspicion touch not, taste not, handle not.

Third—Industry: Of course without it nothing can be attained; and, I suppose, all firemen have to work hard enough, but be of good cheer, perhaps the time is not far distant when you will be promoted, and, in a measure, be released from such hard bodily work. I expect a great many of you think the grade a long and hard one to pull up; the train pulls hard, and it takes many a ton of coal to carry you through, but keep up a brave heart and

willing hand, and you will get through on time.

With these few remarks I close, wishing you great success in your Lodge of Brotherhood of Locomotive Firemen.

MRS. CHARLES KILLMER,
Wife of a Locomotive Fireman, C. & A. Ry.

Letter from a Master.

To Officers and Members of Louisville Lodge, No. 23:

BROTHERS:—Finding it impossible to be with you in person, I will endeavor to be with you in spirit. I hope the members will meet and manifest the same good spirit and good will toward each other that has been displayed heretofore; let no differences arise. You are called a Brotherhood. What does that word mean? Reflect, and always bear in mind that we in this world are dependent one upon another, and if we would succeed as a body and enjoy life as individuals, we must promote that brotherly feeling among us, strive to assist each other by the many little ways that are at our command, and above all, practice the high principles of our Order—"Benevolence, Sobriety and Industry"—Charity to all. We do not live for *ourselves alone*. A good deed, be it ever so little, is noted by some one, and like "bread sown upon the waters," is returned to us after many days. Sir Walter Scott says: "The man whom I call deserving the name, is one whose thoughts and exertions are for others rather than himself; whose high purpose is adapted on just principles, and never abandoned while heaven or earth affords means of accomplishing it. He is one who neither seeks an indirect advantage by a specious road, nor takes an evil path to gain a real good purpose. Such a man were one for whom a woman's heart should beat constantly while he breathes, and break when he dies." Now those are my sentiments, but we all have our faults, and we must be charitable toward each other and overlook a great many things, thereby setting

the example, and it will engender a kindly feeling among you—without which the best set of men in the country could not act harmoniously, nor would they accomplish the *great aim* in view. We have a purpose—a great fundamental principle—which we must not lose sight of. We should by our actions show to our officers and the public that we are striving to elevate firemen; make skilled and reliable men of them; make them better morally, mentally and socially. How can we do that? I will tell you. By paying strict attention to our duties. What you do, do with all your might. Do the work well and the reward is sure to follow. Be prompt; always make a practice of being there a few minutes ahead of time rather than a minute or two late; have all work done that you can possibly do while your engine is in the house, and above all things keep one eye ahead and the other upon the "pointer;" do not let your mind wander and thereby neglect your fire, and when you leave your engine take the first "coat" of grease and coal dust off, and make your appearance be somewhat tidy, and it will have its influence with the public. We have, until lately, not commanded the respect of everybody, for the reason that we did not try. We were slovenly in appearance. We cared not for public opinion, and we kept a very mixed company, visiting the gin shop, if we did not actually make it a haunt or a meeting place, and there we idled our time away by indulging in a game of cards, frequently becoming intoxicated before we were aware of our condition, and I never knew it to fail when a man was in that condition, that he did not seek the notice of his officers and make a fool of himself and those with whom he is associated. Then, if not "drunk," the conversation generally drifts upon the subject of railroads and the astonishing feats of themselves or others, and all this conversation mixed with a double extra quality of the

foulest oaths and obscene language, that would put to shame a low "ward bummer." Now all this has had the tendency to give the railroad man a bad name. We must try in our humble way to redeem the name of as generous, courageous and large-hearted set of men as can be found in the world; but you must all put your shoulders to the wheel and let your actions speak louder than mere empty words. That is what would make our Order respected and supported by officers and men. Such actions place you in a truer light, even in your own estimation, and you can then fully practice the tenets of our Order. And remember my motto—

If wisdom's ways your wishes seek, five things
observe with care:
Of whom you speak,
To whom you speak,
And how, and when, and where.

Hoping you will observe all, and our meeting be as entertaining as heretofore, I am, as ever,

Yours in B., S. and I.,

F. B. ALLEY,

Master No. 23.

[From the London Telegraph, of December 5th.]

Engines and Engine-Drivers.

The Importance of One Engineer's Post Appropriately Recognized.

"An interesting ceremony took place a few days ago in the Board-room of the Southeastern Railway Company, at London Bridge, when Mr. Cudworth, who has only recently resigned the position of locomotive engineer to the company, was presented by the chairman, deputy chairman, and directors with a silver tea and coffee service, as a token of their regard and esteem. The post of locomotive engineer is one of the highest responsibility. Such an officer on a large and important railway like the Southeastern, has far more to answer for than might be supposed. It is his duty to make himself personally acquainted with the condition of every engine on the company's lines and to see that all the locomotives are kept in good order, properly driven and properly looked after and taken care of. He is, in short, a sort of commander-in-chief of engine-driv-

ers and stokers, and by these subordinates he is generally spoken of in an undertone as the 'boss.' He leads, by the very necessity of his duties, a somewhat ubiquitous existence. His head-quarters, of course, are the engine 'shop' itself, where the various engines of the company are built, repaired, cleaned, and kept. A large line has three or four such shops at least, and the Locomotive Superintendent hovers perpetually to and fro between these locomotive dockyards. This, however, is but the smallest portion of the task. He has to be continually going up and down about the earth, looking after his subordinates and seeing that they do their duty. A locomotive engine in working order is almost as valuable a piece of property as a good race horse, and as susceptible of being spoilt by ill treatment. Accordingly, the Locomotive Superintendent has to be always about with his eyes wide open. He will start, say, from London, stop at a station one hundred and fifty miles away in the country, and there await the arrival of the up express. The moment the train dashes into the station he boards the engine as suddenly and often as unexpectedly as if he had dropped from the clouds, and his keen eye detects in a moment any little thing that may be amiss. Against this ubiquity of the 'boss' his underlings have to guard themselves as best they can, and a volume of capital stories might be told of the manner in which the movements of the commander-in-chief are anticipated. Sometimes by telegraph, sometimes by signal from one train as it passes another, sometimes by methods not altogether devoid of a certain Pantagruelian humor.

"Mr. Cudworth, we are sure, amply deserves the magnificent present which his friends and admirers have made him. At the same time, if the labors of a locomotive superintendent are severe, as no doubt they are, they must be as nothing relatively, to the amount of toil performed by his subalterns. Comparisons are always odious, nor have we any wish to put the claims of the subordinates into the scale as against those of his superior officer. Nevertheless, probably few, if any, of the thousands who daily travel by rail have any notion of the responsibility that devolves upon an engine-driver. The train dashes into the station, and we see Toodles leaning over the brass rail of the engine, his honest face and rough hands as black with coal dust as those of a chimney-sweeper, and a merry twinkle in his eye

not inaptly lit up by the ruddy glare of the fire. Toodles, outwardly, has the appearance of a coasting skipper. You would not, indeed, connect him with machinery of any kind were it not for a suspicion of oil that pervades him, and from the manner in which he from time to time adroitly uses a bunch of waste in lieu of a pocket-handkerchief. His costume, indeed, is like his build, nautical; and in winter he affects a pea-jacket and a sou'wester hat. What he looks that exactly he is—an honest, blunt, thoroughly typical Englishman, as resolute and methodical over his duty as over his meals, and equal to any amount of trust that may be in any emergency reposed in him. Rough and unkept as his appearance is, he yet has daily and almost hourly in his charge as many lives as the captain of the finest liner that ever crossed the Atlantic. It is doubtful, perhaps, whether the actual money value of the rolling stock of an express train and the luggage which is carried by it is equal to that of a handsome steam vessel and her cargo. As to the responsibility, however, that rests upon the engine-driver, for the lives of those whom he carries, there can be no manner of question. In the mid-Atlantic, with a well-found and well-manned vessel, there is practically no danger whatever, except from tempest or collision or fog, and, with a proper watch on deck, the captain has little cause for anxiety. It is different with the engine-driver, who can not close his eyes for a minute, and has to keep himself perpetually on the alert. At any moment, if he relaxes his vigilance, he may dash into another train, or run past a danger signal, or commit some other error the result of which will be a loss of life too terrible to be quietly contemplated. As at the conclusion of their journey the passengers make their way out of the station and pass Toodles cleaning up himself and his engine and indulging in a little well-earned refreshment, they would do ill to forget that had he neglected his duty during the journey,—had he not been from first to last constantly watchful, vigilant, and attentive—they themselves might be at that moment lying maimed beyond all hope of recognition under a hideous mass of wreck and ruin.

"On the other hand, the life of an engine-driver is not altogether without its advantages, and even pleasures. In fine weather there is, as many know well, nothing more enjoyable than to rush across our beautiful English counties at the rate of fifty or

sixty miles an hour. There is no form of exercise, not even fox hunting itself, that can give so keen an appetite as to be got from a ride on an engine. It is difficult at first to accustom yourself to the roughness of the motion. The iron floor on which you stand vibrates so briskly that it is often difficult for a novice to keep his feet at all, while to attempt to stir without support is a matter of serious risk. This initial *contretemps* once surmounted engine-driving—paradoxical as it may appear to say so—is a peculiarly fascinating pursuit. A good locomotive has as much personality about it as a yacht, and probably for this reason is always spoken of by the initiated as 'she.' Like a yacht, she has personalities and caprices of her own. The 'Bellerophon,' it may be, is an admirable engine on a level course, but has an awkward habit of mounting the rails whenever she turns a more than usually sharp curve. The 'Orion,' on the other hand, turns curves and ascends and descends gradients with marvelous facility, but is sluggish over a long course. All these little idiosyncracies, even when they amount to a positive fault, endear the engine to the driver, and make him take an interest and pride in his work. Nor is this all. The ordinary motion of engine-driving is that you pull a bar one way when you want to go on, and another when you want to stop. On the contrary, to drive an engine that has any character about her, needs almost as much tact and judgment as to steer a Derby winner to victory round Tattenham corner. The length of 'cut-off,' the exact moment at which to shorten or lengthen the stroke, the amount of water to be kept in the boiler, the extent to which you should open or shut the dampers—all these are points of great doubt and difficulty not easily to be understood of the many. The great problem of all is, how to run your engine the maximum of distance on the minimum of coal, or, in other words, to get your iron horse down to as few tons a day as possible. This is a matter of the nicest calculation and arrangement, and an expert driver reckons his steam almost by inches. Beyond everything else, however, is the moral responsibility which devolves on Toodles during every hour he is on duty. He carries literally in the hollow of his hand not only his own life, but that of every passenger who travels behind him; and it is wonderful, when we come to think of it, how seldom any serious accident occurs which can be distinctly traced to the

negligence or misconduct on the part of the driver. The engine-driver is well paid, it is true; but he has no pension, and his work is exceedingly hard and laborious. The public, it is to be feared, is not mindful of what it owes to Toodles as it might be. The guard who finds you your seat brings you your newspapers, looks after your luggage and wakes you up at your proper station—which last is often his most important duty—lives in a perfect shower of small gratuities. Toodles, to whom you owe your life, and who, if the value of his services were properly recognized, ought to be Captain Toodles, is passed by with perhaps a brief glance of curiosity, chiefly directed against his dirty face."

[From the *New York World*.]

"The story of a locomotive engineer and of engine-driving in England, which we copy from the *London Telegraph*, will set many readers thinking on a subject they have very likely never thought about before. The responsibility of the engineer of a fast train is unlimited. To do his duty well, he needs not only diligence and care, but a clear judgment and the power of making, often, a quick and right decision. If he fails, the whole community is apt to know it, and the newspapers to be filled with denunciations of him. If he succeeds, no sort of notice is taken of him by the 'traveling public,' whose lives he protects daily, and not too much by his employers. The soullessness of corporations is nowhere shown forth more clearly than in the relations between employing corporations and employed individuals. The master of a ship gets abundant praise for bringing his passengers through a tempest. The engine-driver of a train does not get praised or spoken about, or even thought about, for exhibiting oftentimes as much gallantry in rescuing his passengers from danger."

Thinking the above article, copied from the *London Telegraph*, would be of interest to many of the readers of the *MAGAZINE*, with a brief comment from a brother, I have undertaken the task, though I am more familiar with the "scoop" than the pen. Seldom are the papers filled with the "heroic deeds of the noble engineer," or with even a passing notice of a brave act. Seldom a day passes that there is not a case of this kind upon some of the many roads that spread like a network all

over the United States. In many cases the company does not wish it mentioned for fear of reflecting discredit upon the management. But in these busy times when railroads are worked to their fullest capacity, engines are overloaded, heavy snows, and intense cold delaying the trains, the brakes refusing to work on account of the snow and cold, or possibly a broken rail—all this calls for increased watchfulness, steady nerves, and cool judgment. There are few engineers or firemen that can not call to mind an instance within the past week where the danger signal, displayed probably by a flag-man sent back from a delayed train or by a "track-walker," has not brought them to their feet. The engineer ready to reverse his engine and the fireman to set the tender brake, straining eyes, anxiously waiting the well-known jar, caused by the brakes responding, seeing at the same time the glare of the red lights looming in the darkness, betokening the close proximity of danger, then comes the reversing of the engine, "throwing sand under her feet," the unearthly sounds of her "choked" exhausts, the fire flying from the drivers, as from an emery wheel, then the seconds seem as hours, and the man at the "helm" standing steady feels the slackening speed, and a sigh of relief escapes his lips as he finds he has stopped his train a car length from the danger; then he quietly remarks, "light the torch and drop your dampers, 'sonny,' and I will look around 'her' and see if she is all here." But where are the passengers and what are they doing during this little "diversion" of the train men? I will tell you, sitting quietly in the train chatting or smoking or discussing the final result of the contested election. Do they rush out and "bug" the man that was faithful and saved them? as I hear of them doing at sea when the commander carries them safely through the storm? No; they puff away, look out of the windows and inquire, "what's the matter now? hot box,

I suppose;" "there! I shall miss that connection;" "it's a pity that they do not employ engineers that can make the time." An old farmer remarks, "I guess they's gwine to swop hosses." Another more inquisitive passenger goes up to the engine, finds the worried driver under the engine repairing some strained or broken portion of the machinery, and, in "Lord Dunsdreary" style, launches a volley of questions at him, and receiving, not unfrequently, a curt reply, when "patience has ceased to be a virtue," the passenger returns insulted, and reports to his companions that "the engine is broke down, and that he does not believe the surly engineer understands his business, and that he will report him when he arrives, as he is no gentleman," etc. Whereupon an old lady chimes in, "I knowed it, I knowed it; there's allers somethin' the matter with the pesky engineer." Now, this is the reward that man receives for his brave act—for had he hesitated a moment, or lost his courage and jumped, he would probably have saved his own life, but those passengers, unconscious of danger, would have been killed or maimed, besides the large loss to the company in damaged property, and suits for damages. Now, I have spoken of the engineer, what has the fireman been doing all this time? Has he been an idle spectator all this time? He has flown to the brake, set it, and finding he can do nothing more at the brake, has stood by ready to assist "Pap," in case the high rate of speed should prevent his hooking the lever back upon the first trial, and possibly revolving in his mind which was the hardest, himself or the ground, expecting to find out, providing he had time left for the test. But the danger is averted, the cause removed, and now the trials of the fireman begin. Time has been lost, the fire is dead, considerable water has evaporated by the escape of surplus steam, and the time and connection must be made. The engineer's reputation is at stake, and he says "look out for her, 'sonny,' I am going to let her out," and the lever drops to where he keeps his feet (down in the corner), kicks the lazy cock open, "runs back in the tank with the throttle," and poor "sonny" raises his eyes,

runs back for coal and spies the last shovelful he puts in the furnace going over the coaches, "slightly charred," whirls around in haste, makes a dive for the furnace, engine lurches, coal goes in the corner, "Pap" grasps his bunions, and asks in freezing tones "What do you take that shoe for, a coal cart?" "Sonny" returns to the tank, the driving snow and dust fills his eyes, a red-hot cinder clings "lovingly" under his collar band, and reminds him of his attempt to rob a bee hive; returns with coal; the engine, like a ship at sea, surges, and the door redounds and the scoop catches it half shut; part of the contents goes in, part under the door, a lump is in the way, and the door remains ajar; the steam gauge shows a "decline" in "boiler pressure," and "sonny" is reminded of his own reputation; speed slackens, and "sonny" wishes he was in his "little bed;" they presently arrive at a water tank; down comes the pipe, "sonny" excited, pulls the wrong rope; he prays for an "ark" with the "second appearance of the deluge" in his mind, and in consequence uses some very "nautical" phrases; the tank is filled, up goes the pipe, but there is ice under the valve; he dodges, but douse it "strikes him forcibly," he is "too full for utterance" (his pockets and shoes); he climbs down fully satisfied that this is "dam(p)" wet weather, and that he was mistaken in his idea, that that was a "slight fall of dew," but must have been a "water spout." Away they fly again, and finally arrive at their destination behind time, "sonny" very uncomfortable, "Pap" worried; they house their "pet," and cast their eyes around and espy the Master Mechanic wending his way in their direction; his first question, "Why were you late?" "Pap" enters into an explanation; Master Mechanic retires mumbling and dissatisfied; "Pap" goes home tired and vexed, arises unrefreshed, goes to engine-house, and finds posted on the bulletin board a notice to engineers and firemen that on and after this date their wages will be — a reduction of from ten to twenty-five per cent. They go out upon their run dispirited with minds upon their future prospects, not caring how much fuel she burns, how much oil is used, or how much repairs there is upon the machinery; they feel the injustice of the reduction, knowing that there was no occasion for it, as living, rents—almost everything, cost the same as it did last year, and the business of the company larger than ever in the history of the road. If they have mis-

applied the funds of the road in speculations or in some foreign road, or built a branch, or entered into a ruinous railroad war with other roads, they should not ask the employees to "share their misfortunes," especially when they were never known to share the profits, or raise the wages. Why, in comparison with other trades, the wages are low. I was in the sitting-room of a certain railroad one night, waiting for the engine, when a couple of "grangers," returning from convention, came in and sat down by me, and they questioned me of my business. I told them. And they said, when I had told them, \$2.00 per day (1874), in answer to the question of how much pay I received for firing an engine, that that was what made them pay so dear for everything they shipped on the road; that it was outrageous big wages, etc. I just asked them if they knew what my duties were, and what I did for that \$2.00. Why, they said, to work about five hours, as that was the time it took the train to make a trip. Then I explained that when I arrived I was not done, my work was just fairly commenced; I then had four or five hours cleaning and scouring; then went home tired and sleepy, to sleep about four hours, when I was called upon to go out at 12 or 1 o'clock at night, and the same work over again, while they were tucked away in their "little bed," and got up in the morning to a good warm breakfast, while I received no breakfast at all, or only a cold lunch, eaten on the run. Some of us do not know what "three square meals" and a "night's sleep" is. I do now work from 36 to 38 days a month, and have made 4,070 miles in the month of December, and that is not unusual time at all. We know no "Sundays," we work right along, are liable to be called without a moment's warning just as we are about to go to bed, and now we receive \$1.75 for this work and no thanks. Then, do you not think, reader, that we are entitled to some little respect or attention from the general public, and less of this grumbling and fault finding? Pay your help good, and you will get in return good work, with a good share of interest and attention to your interest, which, in the end, will be economy. And, now, before you condemn the poorly-paid and over-worked railroad man, "put yourself in his place," and "lay over" your decision until the next Centennial.

F. B. A.,

Louisville Lodge, No. 23.

LOCOMOTIVE FIREMEN'S

Monthly Magazine

DAYTON, O., FEBRUARY, 1877.

Contributions.—*Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.*

Nos. 1 and 2 can not be supplied to subscribers after this date.

Subscription Notice.

Several Lodges failed to receive the two last numbers of the MAGAZINE. This was the fault of the Post-office Department. The MAGAZINE was mailed to every subscriber, and if they failed to reach their destination, it was no fault of ours. Those who failed to get their books were promptly supplied on notifying us.

A number of Lodges have not yet forwarded their subscription. They should call a meeting of their respective Lodges at once, and appoint agents to solicit subscriptions. Every Lodge should report this month.

Many persons inquire of us why we charge \$1.10 for the MAGAZINE, and think that it should be an even dollar, because several other books pertaining to railways are published for that price. In the way of explanation we will say that the additional ten cents is to defray the expense of postage. Should we get but one dollar for the MAGAZINE, we would in reality be getting but about ninety cents from each subscriber. That the MAGAZINE is not worth twice the amount asked, can not be denied. There is no book published—all things considered—at as reasonable price as the B. OF L. F. MAGAZINE.

To Correspondents.

A number of articles sent us for publication have been laid over for want of space. Among them are the following:

S. M. McGaffey, 56.—Will publish in next number. Very good.

Anna, Urbana, Ill.—Owing to the very precarious condition of matters, it is best not to publish your poem in this number.

"Scoop."—Laid over.

"Out of a Job"—Will be published in next number.

Bro. Schooley, No. 7.—Ball notice was laid over for want of space.

W. E. Nichols, No. 4.—Will publish poem in next issue.

There are many others that will receive proper attention.

A beautiful banner will be given to the Lodge that furnishes the largest number of subscribers for the MAGAZINE, by the next meeting of the Grand Lodge. The banner will bear the mottoes of the Order, besides the name and number of the Lodge that will receive it. It will be quite a nice present for some delegate to take home to his Lodge. The older Lodges will have to be a little more solicitous about the welfare of the MAGAZINE, if they wish to compete with several of the new Lodges. There is one new Lodge that has nearly twice as many subscribers as members.

BRO. JOS. TOOLEY, who fired the Big Engine over the Union Pacific line with Jarrett and Palmer's train, visits his home in the East this month. Be glad to see a Brother from Elkhorn Lodge, so don't fail to visit us. Joe, bring on your gold medal. We know you won it.

ENGINEERS, Conductors, and Brakemen write us asking if they can ask questions through our MAGAZINE. We reply, most certainly, and we will be pleased to allow space for anything, subject, however, to inspection by the G. S. & T. of B. of L. F.

On Insurance Matters.

Names of members dropped from Register for neglecting to pay assessment No. 2, will be forwarded, with all amounts collected, to Mrs. Huff, in order that this Committee can show a fulfillment of their duties. We did not suppose that there was a member of our Insurance Company who would fail to make the payment of the assessment. As it is so, we are compelled to justify our own actions by submitting the same.

FINANCE COM.

No MASTER, officer, or member will confer *any of the work on any member or members of other Lodges*, without first consulting the Grand Lodge. *The best of reasons* can be given for this on application to G. S. & T. *No Traveling or Withdrawal Cards* will be recognized from No. 24, unless dated after February 15, 1877.

By order of Grand Lodge.

At a special meeting of Eureka Lodge, No. 14, Lawrence Nichols, of Denison, Texas, was made a member of the B. of L. F. Our Brother returns to his home in high spirits, and we trust that he will, with our Brothers now on that line, soon be enabled to work up a good big Lodge.

ELKHORN LODGE, No. 28, situated at North Platte, Neb., will give their second annual ball on the 22d of February. A general invitation is extended to the fraternity. Wish you a happy time.

BRO. PLATT, from No. 47, visited us during the week. Was sorry we could not be with you—business of importance calling us from Grand Office.

By reference to an Indianapolis paper of a recent date, we notice the name of Bro. Sayre announced for the nomination of Councilman. Of course he did not accept.

BRO. C. D. COOLE, of Good Will Lodge, No. 52 writes us: "We gave our first annual ball January 25th, and it was an enjoyable affair to all."

BRO. FERD. SNYDER says: "Another ball. Bro. Sayre, Feb. 22d; don't forget us." No. 18 can give good balls, and always puts a little away for a rainy day.

Attention Members B. of L. F.

In accordance with an article of our Constitution a printed list of expelled members shall be furnished each Lodge. This has always been done up to the time of the issue of the MAGAZINE, when it was decided to do away with the blank form known as "black list," of which each Lodge received two copies, which was rarely, if ever, seen by any of the Order or our Master Mechanics, who are the very persons that should know of all bad firemen, thus assisting to keep only good men on foot-boards of engines, consequently I have placed the same in the MAGAZINE, and where we formerly had *three* names on the old lists, I now find but *one*. I have received three letters this month disapproving the act, saying members would be often reinstated provided their names had not appeared in the MAGAZINE—in *not one* of these *three* cases has there ever been a name on the list from these Lodges. Now, I think if *all* good firemen would ask to have the names of those who are regarded as black sheep printed in bold red letters it would advance our cause wonderfully. I am in receipt of a letter from a Master Mechanic who now thanks our Order for publishing a member which our Brothers had expelled, and he will be governed by our list in the future employment of firemen. In this manner of printing the list there is no excuse for entertaining a fraud, and each Brother can read for himself. Our laws are simple, and easily lived up to. They are arranged to keep Brothers from being suspended who are out of positions, and there is no excuse for a Brother's name appearing on the list unless he merits it. As this system has, so far, proved itself successful, why change it? I would be pleased to have an expression of feeling from each lodge on this subject.

W. H. SAYRE,

Grand Secretary and Treasurer.

GRAND TRUNK STRIKE.—Our correspondent at Ft. Gratoit, Mich., writes us to the effect that the Engineers and Firemen at that point, also at Detroit, were orderly and gentlemanly during the late troubles, but determined not to work for *nothing*,—also, that the Canada side was as quiet as in the States. Now it is quite strange that such publications as has been inserted in many journals should be given credit by a general public.

Letter from Houston, Texas.

BROTHER SAYRE: Have settled down at this point, I hope for the rest of my life, and on a farm. I know you will laugh when you read this, to imagine me settling down to farm life, yet it is a fact. I propose to visit Houston, and, at the earliest moment possible, to have you here to talk up our Order and our insurance to the boys of the scoop, whom I find to be eager for an organization of the Brotherhood of Locomotive Firemen at this place. Now, wfl you come if twelve or fifteen of them get a hall and meet you on a certain night or day which they may set. I will assist you in my humble way to institute the lodge, and I can furthermore say the officers of the line, especially the Master Mechanic, will be pleased to have their men working under our motto. Now, do not disappoint us if you can help it. I find Brothers here and there. I was driving into the city last week, when a young man with his team came up, stopped opposite me, and said, "Cap, how far to cross roads?" I told him I did not know exactly, as I had just came on to the main road. Noticing my pin, he said, "Are you an engineer?" "No; I am or was, a fireman." He made one spring from his wagon to the ground, then into my wagon or schooner, as they style them here. "Give me a sign," says he. "*A brother, by thunder!*" Well, Brother Sayre, we talked for an hour, and finally agreed to meet as often as though we had a Lodge, but it is nine miles to his ranche. I promised him to write you for the purpose of securing a lodge here. It is Brother Gillett, from No. 31. I received the two first numbers of the *MAGAZINE*, and I am proud to carry our banner. I have no brass to keep clean, but I will endeavor to keep my emblem as bright as the sun above us. Hoping to hear from you soon, I am your brother in Benevolence, Sobriety, and Industry.

W. H. HUGHES.

Rates, Mileage, &c.

Wabash Line (old T., W. & W.)

Springfield to Danville or Quincy, 113 miles. Freight firemen, \$4.30, round trip; Passenger firemen, \$4.06. Decatur to St. Louis, 111 miles, same rates for freight and passenger as above.

Kansas City, St. Jo & Council Bluffs.

Length, 201 miles; divided into two divisions: Kansas City to St. Jo, 76 miles; St. Jo to Council Bluffs, 131 miles. Passenger firemen, fifteen mills per mile. Freight firemen, twenty-five mills per mile.

T. P. & W. Railway.

Pay freight firemen 23 mills, and passenger 18 mills per mile.

Missouri Pacific Railroad.

Eastern Division passenger firemen run 188 miles for \$3.00. Freight firemen 100 miles for \$2.00. Passenger firemen's earnings per month, \$66 00. Freight firemen, a trifle more in good times. Engines of the Roger, Grant, and Baldwin build, and coal burners.

OBITUARIES.

BRO. WILLIAM NICHOLSON, of Meadville Lodge, No. 4, died on the 16th of January, of inflammation of the lungs. Brother Nicholson was buried by the members of No. 4, who attended in a body. His loss is deeply mourned by all brothers.

BRO. THOMAS A. CRONIN, on January 14th, a beloved brother of Mississippi Valley Lodge, No. 13.

At the last regular meeting of Mississippi Lodge, No. 13, of the Brotherhood of Locomotive Firemen, the following preambles and resolutions were unanimously adopted:

"WHEREAS, Mississippi Valley Lodge, No. 13, has been called upon to record the first death of a member since its organization—Bro. Thomas A. Cronin, who, after a long and painful illness of over six months, departed this life Sunday, January 14, 1877, at 1 o'clock P. M.; therefore, be it

"Resolved, That in this manifestation of divine Providence, in removing from our midst our much esteemed and worthy brother, we acknowledge the justice of Almighty God, and mourn the loss of a valuable member of our Order.

"Resolved, That to the bereaved friends of our deceased brother, we give our heartfelt sympathy, and that we feel with them the great affliction, by which they are so suddenly bereft of him most dear to them.

"Resolved, That we acknowledge the kindness, and, hereby tender our thanks to Mr. William Hender and wife, also to Rev. Father O'Holloran, for their kindness

and attention during the last illness of Bro. Cronin.

"Resolved, That a copy of these resolutions be presented to the friends of the deceased, and the same be published in the East St. Louis papers; also in the BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE.

JOSEPH JOHNSTON,	} Com.
FRANK LANE,	
GEORGE MCGARRAHAN,	
JAMES HUNT,	

Bro. JOHN RIBLEY, of Excelsior Lodge, No. 11, Phillipsburg, New Jersey. Bro. RIBLEY was well known and universally respected by all, and it is with deep regret we are called upon to record the death of so useful a member of our Order.

At the last regular meeting of Excelsior Lodge, No. 11, of the Brotherhood of Locomotive Firemen, held January 14th, the following resolutions were adopted:

"WHEREAS, The members of this Division are called upon for the first time to drape their division room in mourning, it having been the will of divine Providence to call from our midst our beloved Brother, John Ribley, who died, after a short illness, of erysipelas; and, whereas, that while we mourn the loss of so true a brother and valuable friend to the Brotherhood of Locomotive Firemen, we will not forget that we too are mortal, and may it be an additional warning to us, so accustomed to accidents not to forget our danger; to be ready, for 'in the moment we think not the son of man cometh.'

"Resolved, That by the death of Bro. Ribley the Brotherhood has lost a true and valuable member, his associates a warm friend and gentle companion, and the bereaved wife a kind husband.

"Resolved, That we condole with the relatives and friends of the deceased, and especially to the widow we would extend our heartfelt sympathy on this mournful occasion, assuring her that her husband was honored and esteemed by his fellow-firemen.

"Resolved, That as a token of respect for our deceased brother our charter be draped in mourning for the space of thirty days.

"Resolved, That a copy of these resolutions be sent to the widow, also be printed in eastern dailies and the BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE.

W. KECHLINE,	} Com.
J. SINCLAIR,	
D. GORGAS,	

Grand Lodge Officers.

W. R. WORTH.....	Grand Master,
	Brookfield, Mo.
JOHN BRODERICK.....	Vice Grand Master,
	Hornellsville, N. Y.
WM. N. SAYRE.....	Grand Sec'y and Treas.,
	Indianapolis, Ind.
J. W. RICHARDSON.....	Grand Warden,
	Louisville, Ky.
C. W. BULLIS.....	Grand Conductor,
	Grand Rapids, Mich.
J. W. SINCLAIR.....	Grand Inner Guard,
	Phillipsburg, N. J.
L. M. HOLLOWAY.....	Grand Outer Guard,
	Pittsburg, Penn.
JAMES HUNT.....	Grand Marshal,
	East St. Louis, Ill.
MARION BAERNHILL.....	Grand Chaplain,
	Indianapolis, Ind.

Grievance Committee.

W. R. WORTH.....	Chairman.
J. BRODERICK.....	Assistant Chairman.
WM. N. SAYRE.....	Secretary.
M. B. PARKINGTON.....	North Platte, Neb.
F. B. ALLEY.....	Louisville, Ky.
W. C. BYERS.....	Cedar Rapids, Iowa.
JAS. GORMAN.....	Oswego, N. Y.
Geo. W. Heidenthal.....	Port Jervis, N. Y.
J. C. BARNARD.....	Urbana, Ill.

Officers of Insurance.

G. W. Heidenthal, Pres't.....	Port Jervis, N. Y.
J. C. BARNARD, Vice-Pres't.....	Urbana, Ill.
Wm. N. Sayre, Sec. & Treas.....	Indianapolis, Ind.

Finance Committee.

J. W. Richardson, Chairman.....	Louisville, Ky.
John Brewer.....	Lafayette, Ind.
G. C. Whittecar.....	Scranton, Pa.
G. W. Heidenthal.....	Port Jervis, N. Y.
O. W. Cutler.....	Providence, R. I.

Executive Committee.

O. W. Cutler, Chairman.....	Providence, R. I.
M. Fritz.....	Buffalo, N. Y.
J. A. Shufelt.....	New York City.
D. E. Elliott.....	Galesburg, Ill.
H. H. Clapp.....	Cedar Rapids, Iowa.
W. C. Byers.....	Chicago, Ill.
R. V. Dodge.....	Detroit, Mich.
J. S. Beach.....	Little Rock, Ark.
J. Bragg.....	Scranton, Pa.
M. W. Campbell.....	
G. C. Whittecar.....	

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Friday evening at 7:30.

J. B. Fisher.....	Master
F. M. Fritz.....	Vice Master
E. G. Medrick.....	Rec. Sec'y
M. Gould (Box 732).....	Insurance Agent
L. D. Miller.....	Magazine Agent

2. **ERIE**, at Hornellsville, N. Y. Meets every Monday night in B. of L. E. Hall, on Main st.
H. D. Foster.....Master
J. E. Donevan.....Rec. Sec'y
H. W. Plummer.....Insurance Agent
3. **JERSEY CITY**, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove st., every Thursday at 8 P. M.
James Delaney.....Master
L. G. Ingersoll.....Rec. Sec'y
Chas. Vallaur.....Insurance Agent
Morris & Essex Eng. House, Hoboken, N. J.
4. **GREAT WESTERN**, at Meadville, Pa. Meets every Thursday night at 7:30, at No. 490 Grove st.
E. W. Davis.....Master
W. F. Derby.....Rec. Sec'y
L. Williamson.....Insurance Agent
Samuel Quackenbush.....Magazine Agent
5. **UNION**, at Galion, Ohio.
H. Anson.....Master
W. A. Walker.....Rec. Sec'y
Chas. Bennett.....Insurance Agent
6. **DAYTON**, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow sts., first Sunday of each month.
Frank Statts (19 Zeigler st.).....Master
J. C. McCutcheon.....Rec. Sec'y
Chris. Sweetman.....Insurance Agent
Chris. Sweetman.....Magazine Agent
7. **SCRANTON**, at Scranton, Pa. Meets every Sunday at Engineers' Hall.
M. Moran.....Master
S. D. Schooley.....Rec. Sec'y
G. C. Whittecar.....Insurance Agent
S. D. Schooley (Box 37).....Magazine Agent
8. **JACKSON**, at Vincennes, Ind.
F. N. Schooley.....Master
W. P. Huffman.....Rec. Sec'y
9. **DELAWARE**, at Delaware, Ohio.
This Lodge being too small, has been put in with No. 10. Address accordingly.
10. **CLEVELAND**, at Cleveland, Ohio.
D. T. Henderson.....Master
A. C. Burke.....Rec. Sec'y
D. T. Henderson.....Insurance Agent
C. C. C. & 1 Engine House.
11. **EXCELSIOR**, at Phillipsburg, N. J. Meets every Sunday at Engineers' Hall.
O. Kidney.....Master
G. Williams.....Rec. Sec'y
W. Kechline (Box 136).....Insurance Agent
12. **BUFFALO**, at Buffalo, N. Y.
J. W. Aylesworth.....Master
A. L. Jacobs, 543 S. Division st.....Rec. Sec'y
J. H. Crossman.....Insurance Agent
633 Swain St.
13. **MISSISSIPPI VALLEY** at East St. Louis, Ill. Meets 2d and 4th Sundays of each month.
Geo. McGarahan.....Master
J. L. Benedict.....Rec. Sec'y
Wm. Blaine.....Insurance Agent
14. **EUREKA**, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington st.
John M. Oatman.....Master
M. Barnhill, Bee Line Shops.....Rec. Sec'y
Wm. Hugo.....Insurance Agent
M. Barnhill.....Magazine Agent
15. **PACIFIC**, at St. Louis, Mo.
Thos. Flaherty.....Master
Jas. Clough, 3012 Sarah st.....Rec. Sec'y
J. D. Rogers.....Insurance Agent
Box 60, Chamois, Mo.
16. **VIGO**, at Terre Haute, Ind.
Robert Ebbage.....Master
J. Snaveley.....Rec. Sec'y
Wm. Davis (Box 522).....Insurance Agent
17. **LEACH**, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
18. **FRIENDSHIP**, at Ft. Wayne, Ind.
J. Cantlon.....Master
F. Snyder.....Rec. Sec'y
19. **HOPE**, at Crestline, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
20. **WESTERN STAR**, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
O. D. Pratt (Box 588).....Insurance Agent
21. **INDUSTRIAL**, at South St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Insurance Agent
22. **CENTRAL**, at Urbana, Ills.
J. C. Barnard.....Master
Wm. Trenary.....Rec. Sec'y
M. W. Dwyer.....Magazine Agent
23. **LOUISVILLE**, at Louisville, Ky. Meets every Sunday.
Frank B. Alley (286 Wengel st.).....Master
A. Slusser.....Rec. Sec'y
(Hotel cor. 9th and Broadway).
J. W. Richardson.....Insurance Agent
(No. 25 Bullard Street).
J. W. Richardson.....Magazine Agent
24. **H. G. RUST**, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
W. E. Brewer (Lock Box 550).....Insurance Agent
Miles Grovenor.....Magazine Agent
25. **PROVIDENCE**, at Providence, R. I. Meets every Monday night at Engineers' Hall.
A. P. Green (Box 1052).....Master
H. C. Howard (81 Smith st.).....Rec. Sec'y
A. P. Green (Box 1052).....Insurance Agent
26. **J. W. THOMAS**, at Nashville, Tenn. Meets 1st and 3d Sunday in each month, at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey (cor. W. Gay & Hines sts) Rec. Sec'y
Will Achey.....Magazine Agent
27. **HAWKEYE**, at Cedar Rapids, Ia.
F. A. Davis.....Master
E. D. Eckman.....Rec. Sec'y
Ed. L. Day.....Insurance Agent
28. **ELKHORN**, at North Platte, Neb.
H. J. Clark.....Master
J. E. Phillips.....Rec. Sec'y
29. **H. CHAMPION**, at Detroit, Mich.
J. A. Robertson.....Master
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Fort Gratiot, Mich.
30. **HARMONY**, at Susquehanna, Dep.
Jas. Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent

31. FORT CLARK, at Peoria, Ill. Meets every Wednesday night at Engineers' Hall.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. AMERICUS, at Grand Rapids, Mich.
Charles Jewell.....Master
George H. Scott.....Rec. Sec'y
33. CECIL FLEMING, at Jackson, Tenn.
R. T. Chappell.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
34. ORCHARD CITY, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
35. WASHINGTON, at Lafayette, N. J.
J. C. Cline.....Master
A. C. Scheick (120 Broadway).....Rec. Sec'y
36. TIPECANOE, at Lafayette, Ind. Meets every Thursday evening, at 7 o'clock, at Engineers' Hall.
Albert Colgrove.....Master
J. H. Brewer.....Rec. Sec'y
Fred Morely (192 Union St.).....Insurance Agent
37. MOUNTAIN CITY, at Altoona, Pa.
D. S. Long.....Master
J. Stonebraker.....Rec. Sec'y
F. J. Stone.....Insurance Agent
38. KEY STONE, at Allegheny, Pa. Meets in Engineers' Hall, cor. Bidwell & Penn Av.
D. Larned (1038 Penn Ave.).....Master
Burt E. Gove (161 Franklin Ave.).....Rec. Sec'y
Burt E. Gove.....Magazine Agent
39. NORTH STAR, at Austin, Minn.
H. E. Day.....Master
J. J. Burns.....Rec. Sec'y
Wm. Chambers.....Magazine Agent
40. BLOOMING, at Bloomington, Ill.
Cas. C. Hotchkiss.....Master
James Martin.....Rec. Sec'y
T. O'Neil.....Insurance Agent
Chas. C. Hotchkiss.....Magazine Agent
41. FOX RIVER, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
G. L. Cummings.....Magazine Agent
42. MISSOURI VALLEY, at Sedalia, Mo.
R. S. Sullivan.....Master
C. S. Schemowick.....Rec. Sec'y
R. S. Sullivan.....Insurance Agent
L. D. Palmer.....Magazine Agent
43. ST. JOSEPH, at St. Joseph, Mo.
L. Mooney.....Master
Robt. Yopst.....Rec. Sec'y
James Harwood.....Insurance Agent
44. RELIABLE, at Brookfield, Mo.
R. Cheney.....Master
W. R. Worth.....Rec. Sec'y
W. R. Worth (Box 13).....Insurance Agent
45. ROSE CITY, at Little Rock, Ark. Meets in Engineers' Hall, cor. Main and Second sts., every Sunday at 2:50 P. M.
M. W. Campbell (L. Box 648).....Master
Wm. Barrett (L. Box 648).....Rec. Sec'y
Joseph Schellhorn.....Insurance Agent
46. CAPITAL, at Springfield, Ill. Meets every Wednesday night at Engineers' Hall.
J. Mahoney.....Master
Jos. Henry.....Rec. Sec'y
L. Wisman.....Insurance Agent
1201 West Chestnut St.
47. TRIUMPHANT, at Chicago, Ill. Meets 2d and 4th Mondays in each month, at 7 P. M., in Railroad Chapel.
R. V. Dodge (No. 12, 16th st.).....Master
P. G. Eich (65 E. Polk st.).....Rec. Sec'y
P. Furlong.....Insurance Agent
48. AMICITI, at Harrisburg, Pa.
Win. Stiner (650 Broad st.).....Master
L. B. Clemson.....Rec. Sec'y
49. SPRINGFIELD, at Springfield, Mass.
H. C. Davis.....Master
C. O. Manus.....Rec. Sec'y
E. F. Doane.....Insurance Agent
50. NEW YORK CITY, at New York. Meets 1st and 3d Sunday mornings, and 2d and 4th Saturday nights in each month, at 869 Second Avenue.
H. J. Heddon (616 Lexington Ave.).....Master
H. E. Pepper.....Rec. Sec'y
L. J. Park (211 E. 46th st.).....Magazine Agent
51. FRONTIER CITY, at Oswego, N. Y.
A. L. Baldwin.....Master
Burt Lewis.....Rec. Sec'y
52. GOOD WILL, at Logansport, Ind.
C. D. Cool.....Master
M. Wallace.....Rec. Sec'y
53. FIDELITY, at Sunbury, Pa.
Jno. Pittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y
54. ANCHOR, at Moberly, Mo. Meets 1st and 3d Sunday in each month at I. O. O. F. Hall.
Frank P. Wilcox (L. Box 580).....Master
J. Hyndman.....Rec. Sec'y
J. A. Chapman.....Insurance Agent
F. Wilcox.....Magazine Agent
55. BLUFF CITY, at Memphis, Tenn. Meets every Sunday at 2 P. M. at Engineers' Hall, Adams st.
P. Powers.....Master
O. B. Hanes.....Rec. Sec'y
56. TOPEKA, at Topeka, Kans. Meets in Engineers' Hall.
Geo. Scott.....Master
J. R. Goem.....Rec. Sec'y
Chas. McElvoy.....Magazine Agent
57. BOSTON, at Boston, Mass. Meets 1st and 3d Sundays of each month, at 10:30 A. M., and 2d Wednesday at 7:30 P. M., in Engineers' Hall, 47 Hanover st.
L. L. Parker, Jr. (159 Bridge st., E. Cambridge, Mass.).....Master
B. F. Dean (Box 64, E. Cambridge).....Rec. Sec'y
58. STAR, at Hoboken, N. J. Meets every Sunday at 2 o'clock.
E. Sturges.....Master
B. P. Bullock (91 1/2 Garden st.).....Rec. Sec'y
59. ASHLEY, at Ashley, Pa. Organizing.
60. Organizing.
61. MINNEHAHA, at St. Paul, Minn.
R. Peel.....Master
W. Hubbs (St. P. & R. R. Shops).....Rec. Sec'y
R. Peel (183 Exchange st.).....Magazine Agent

THE BROTHERHOOD MAGAZINE.

DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN.

VOL. I.

MARCH, 1877.

No. 4.

AN ENGINEER'S STORY.



FROM POTS, a well-known locomotive engineer in England and the States, is the self-accredited hero of the following wonderful story of successful daring. I will narrate it as nearly as I can in his own words. I have heard him tell it often.

"Well, gentlemen, I'll say you'll think it's a lie, but I can't help that; you have asked me to tell it; and all I can say is if you'd been in my place you'd have seen it.

"I had been driving the 'Witch' for about seven months, and a sweet thing she was. I was never half as fond of any engine as I was of her. She was the kind of machine a man only gets once in a lifetime.

"She made her steam quick, was easy on fuel, started off lively, and went like a deer. Her cylinders were sixteen-inch, her stroke twenty-two; and her drivers seven feet six; and she was as kind to handle as a baby.

"To see her run off with a heavy load, light and gay, was enough to shame the 'Juno,' 'Venus' and 'Helen,' and other eighteen-inch machines.

"She never wanted fixing up. 'Venus' was always going in and out of the shop to be titivated, and if there's anything I don't like, it's an engine that all the time wants to be titivated. She was always ready and willing for work. Why, bless you! she was only washed out for the sake of cleanliness—she didn't need it a bit.

"She was the tidiest thing I ever seen—seemed as though dirt wouldn't stick to her.

"Well, what I'm going to tell came off years ago, before I left the old country, and it was on one of the best railroads—single track then, though it's got three now, and four in some spots.

"The 'Witch' and I were put on the mail—one of the fastest trains, and they went like sixty in them days.

"The engineer was fined a shilling for every minute he lost. He durst not go slow for fog unless he wanted to lose his day's pay. He had to keep going right along, and see things before he got in sight of 'em.

"We were running north one darkish wintry day, and were making our best streaks. I should reckon we were going about fifty miles an hour.

"I was saying to myself, 'she's going her prettiest,' when suddenly we shot ahead as if we had been fired out of a cannon.

"I knew what that meant; we had broken loose; we hadn't a car behind us. The coupling had broken between the tender and first coach.

"How we flew, to be sure! I whistled the guard to break up the train. How we bounded along.

"I could make out no objects alongside—we seemed to get faster and faster; we must have got as fast as one hundred miles an hour.

"It was a straight piece of track for some miles. I did not shut off steam directly after we broke, for I didn't want that train to run into us, which might happen if they did not hear me whistle for brakes.

"It was lucky I kept her going; for just as I had about enough of such flying, a man started out about six hundred yards before us holding a red flag.

"There was nothing in the way, so I knew something must be wrong with the track.

"You might as well have tried to stop a whirlwind as the 'Witch' in that distance. Her speed was frightful.

"There wasn't much time to think, and as we could not stop, the faster we went the better; so I gave her what more steam there was. She seemed to have some 'go' in reserve, for we shot past the red flag like a flash.

"I saw men standing horror-struck.

"Bill," I said, "quick! Get on the coke, and see what's ahead."

He looked, and went deadly pale, tottered and fell back in a faint.

"By this time I could see plain enough what was wrong.

"There was a gap in the track where a bridge had gone down!

"You can't fancy my feelings just then. Going to death—death, swift and terrible—at about two miles a minute—getting nearer, nearer! I thought of my wife and child—nearer! An instant more—the gap!

"God have mercy!" I shrieked.

"Well, would you believe it? that engine just cleared that gap!

"It was fifteen feet across, and about sixty feet deep.

"She jumped that gap like a stag, and what's more, she struck the rails all right on the other side, and kept right along just as if she had not noticed the gap!

"I stirred Bill up, and with both of us at the brake we managed at last to stop the 'Witch.'

"She was on a tear that day, but I never dreamed she'd jump the gap—that's a fact."

The Fireman's Story.

"There was a long grade on one part of the road. We used to spin down it at a high old swing, especially when there was time to be made up; and jist at the foot of the grade was a curve off to the left.

"One day we come rattlin' down the grade at top speed, for we were nigh twenty minutes behind time.

"Just as we got on to the curve we sighted a lot of cars right in front; they had broken loose from a special freight.

"We must have been goin' forty miles an hour, and there was these cars only two or three hundred yards ahead!

"I don't know how I looked, but I saw my mate turn pale and clench his teeth.

He didn't lose his nerve. In an instant he had reversed, and the next moment he was over to my side, lendin' a hand with the brake.

"Stick to her," he said; "remember, we've passengers! God help 'em!"

"We gave a last swing at the brake. 'Say your prayers, mate;' and right after there was the crash.

"When I came to myself, I was lyin' on top of a bank fifty feet from the track.

"I must have fell soft, for no bones were broke, and in a minute or two I was able to stagger down after my mate.

"There they were, jist bringin' him out from under the tender. His poor face had a corpse-like look which told me he was goin'.

"When we collided, the tender and two next cars telescoped and mounted the engine; and when Bill was found there was the sill of a baggage-car layin' across his chest, crushing in his ribs.

"He jist looked up at me. 'It's all over with me, George,' he whispered; 'but you'll tell 'em I stuck to her to the last.' And in another moment it was all over."

THE pioneer railway in China, six miles long, is meeting with discouragements. At last accounts travel had been stopped by the demonstrations of a crowd of the followers of Confucius, who assaulted the workmen, tore up the rails, and in other emphatic ways testified their disapproval of modern improvements. This may delay, but it cannot permanently prevent the introduction of railways into China. The heathen Chinese will make a failure in trying to butt the locomotive.

At the annual meeting of the Georgia Central Railroad Employees' Benevolent Society the following named gentlemen were elected for the ensuing year: President, John T. Ronan (re-elected); Vice-President, William James; Treasurer, Jas. Murphy (re-elected); Secretary, Jno. Skinner (re-elected); Marshal, John Cannon; Standard Bearer, Jno. Murphy (re-elected); Assistant Standard Bearer, Jno. H. Tuten (re-elected); Steward, Wm. Cotter.

THE locomotive engineers on the Pennsylvania Railroad are allowed a certain quantity of coal for each trip. By practicing economy many of them save fuel each trip and are paid for it at next pay day.

Necessity of Grooming the Iron Horse.

The following very interesting communication we take from the *Railway Age*:

TERRE HAUTE, IND., Jan. 15, 1876.

To the Editor of the *Railway Age*:

I take for granted, from the remarks made in several numbers of your paper, that you consider the polishing and wiping ordinarily done on locomotives useless, and the money expended on the same so much thrown away. I think differently, and will give you my reasons for so thinking.

Polishing or scouring is almost invariably done by the fireman in the intervals of, and in addition to, his other duties on the road, and for this work he receives *no extra pay*. A good polish on iron or brass work, like a good polish on a pair of boots, is the result of a pretty strong application of elbow-grease, while the cost of the material used is a mere song. The work is usually a labor of love on the part of the fireman, and he cheerfully gives his time to it from a laudable ambition to make his machine look as bright as a "new pin."

Of course there is no more necessity for this constant scouring of an engine, so far as its efficiency is concerned, than there is for the scouring of a door-plate or a bell-pull by a tidy servant girl, while the family are at the dinner table; but I never knew a railroad superintendent or a neat housewife object to either, or grumble at the cost of the material used. I venture the assertion that five dollars per engine per year will cover the cost to railroad companies of the scouring indulged in by the most fastidious fireman.

Now, as to the necessity of wiping locomotives. There are several reasons why this is desirable and even necessary. First, protection of the wearing parts; second, proper inspection of the running gear; third, more careful usage by the engineer; and fourth, esthetic considerations.

Every one who has experience in running well-fitted machinery is aware that the oil used on journals and other wearing parts becomes viscous or gummy, and filled with fine particles of iron or brass, and its lubricating qualities are thus deteriorated; and if the old oil is not removed and fresh oil substituted, cutting and grinding of the parts take place, and the friction is very much increased. A careful housewife makes a practice of cleaning her sewing machine, and cutting the gum with coal oil, and

finds her reward in the diminished labor required to run the machine and its greater durability.

How much greater necessity is there for a regular and frequent cleaning of the wearing parts of a locomotive, exposed, as they are, to the dust in summer and mud in winter thrown up from the road-bed, and to the fine cinders showered from the smoke-stack? Especially is this the case on our Western roads, with their light gravel or earth ballast. Daily cleaning, then, is necessary for the preservation of the machinery from undue friction and deterioration.

It frequently happens that a cracked parallel or main rod, rocker arm, cross-head truck or tender wheel, may be detected before actual breakage ends in a catastrophe more or less disastrous and expensive to the company. Such defects can only be discovered by a careful inspection of the engine, and this is hardly possible if the parts are not very carefully wiped off. I have had some experience of this kind since the beginning of the present severe winter, and know of several cases in which accidents—so called—have been avoided by rigid inspection in the round-house after the engines were cleaned. Wiping them is necessary to prevent breakages of the machinery. If a locomotive is run without wiping, it takes but a brief time for a thick coating of material composed of mud, dust, oil, and cinders to accumulate upon all parts of the machine, filling up oil holes, and hiding the bright work and paint, and disguising its fair proportions. I find that engineers do not take the care of machinery in that condition that they would if it were kept bright and clean; and the man who would hesitate about defacing a well-kept piece of bright work feels no compunction in battering up a key or pin or rod that cannot be distinguished from a piece of rough bar iron.

But to look at the matter from other than an utilitarian standpoint. If it is necessary to have the outside of passenger cars well painted, ornamented, varnished, and cleaned for the sake of appearance only, and without in any way adding to the comfort or convenience of the contained passengers, why should an exception be made in the case of the locomotive which draws them, and which is by long odds the most attractive feature of the train? Railroad companies spend much money in erecting fine station buildings,

when for all useful purposes rough sheds would, in many cases, answer just as well. This is done to attract the attention and admiration of the traveling public, and to do otherwise would not be creditable to corporations having means at their command. Why then should the locomotive be made the economic scapegoat, and be clothed in sackcloth and ashes, as it were, unless, indeed, to make atonement for passed dividends?

If Mr. Wootten owns a horse, I will wager a cigar that he does not get off with less than a daily grooming. The object of this, he will tell you, is to make him look well, work well, and live longer. I put in a plea for a similar treatment of that paragon of machines, the "iron horse," and upon the same grounds.

OLD FOXY.

On the Fixing of Railroad Tires.

The following abstract of a paper on this subject, by W. Clauss, which appeared in the *Organ für die Fortschritte des Eisenbahnwesens*, vol. vi., pp. 235-238, is copied from the Minutes of Proceedings of the Institute of Civil Engineers (England):

"The cause of the frequent accidents with railway tires lies chiefly in the use of Bessemer steel, the quality of which is not always perfectly homogeneous and reliable. Besides defects in the material, the method of fixing the tire with one setscrew, the use of disc wheels instead of spoke wheels, and the forced appliance of the brake, also induce accidents. The best and safest method of fastening the tire is that with retaining rings, as may be seen by the subjoined account of experiments made with a wheel so constructed.

"A spoke wheel with Mansell's retaining rings, after its tire had been cut open in radial direction, was put under a goods van, and the latter was run for eight days coupled with a shunting engine. The distance between the two sections of the tire was found after that time to be exactly the same as immediately after the cut was taken. The tire being cut in another place, the wheel was again run for five days, and after making a third cut it was run with 37 miles' velocity for 30 miles, without the distances between the sections having varied.

"In order to try the resistance of the fastening sideways, the wheel was then laid under a monkey of 13½ cwt. and 10 ft. fall. The first blow broke two of the bolts,

and the second loosened the segments of the tire and bent the retaining rings.

"This trial, as well as others made on the Berlin-Potsdam-Magdeburg Railway, and on many lines in England, show that the fastening of tires with retaining rings is a preventive of accidents.

"The cost of two retaining rings, twelve bolts and necessary fitting work is 25s. per wheel, while the cost of the ordinary set screw is 4s, and that of the bolt going through the tire and felloe 6s. per wheel. As the retaining rings as well as the bolts can be used again, the expense of fixing renewed tires is very small."

A SUFFERER writes to the *New York Tribune*:

"Can you inform me why the machinists, engineers, firemen, and brakemen in the employ of the New Jersey Central Railroad at this place are not paid? The machinists' wages have been reduced twenty per cent., and the men are employed only four days in a week, and it is all they can do to live from one month to the next on their small salary. The company owes them for two months' work."

This is a conundrum which the *Tribune* does not reply to. President Knight says the road earned during the year—above its operating expenses—\$471,000, and still are unable to pay their men.

THE Illinois Division of the Chicago Danville & Vincennes Railroad was sold at public auction on February 7th, by Bishop, Master in Chancery of the United States Court, under a decree of foreclosure made by Judge Drummond in December, 1876, in favor of the first bondholders. The road sold is from Dalton, Illinois, to Danville, Ill., about 108 miles, and a few branches. The price paid was \$1,450,000. The purchasers were Frederick W. Heidekoper, Thomas W. Shannon and John N. Dennison, a committee appointed by the New York bondholders. The entire amount for which the road was foreclosed was \$3,300,000. The entire indebtedness of the road is \$7,500,000.

ADVICES from Tucson, Arizona, say the Legislature has passed a supplemental bill exempting the Southern Pacific Railroad from taxation for six years instead of four years, as by the original bill.

THE SMASH AT HOLLOW ASH.

DEAR JOE:

You intimate that you want to know
 About the smash
 That happened down to Hollow Ash.
 Well, if there's anybody knows,
 He wears about my style of clothes.
 In short, then, 'twas Deacon Humper's funeral;
 And everything was going well.
 I driv the mourners and Joe Fresh,
 He had the head of the process.
 Them Templar fellers from the town
 With an excursion train came down;
 And just as they were coming back,
 We was about to cross the track,
 Joe turns around and says to me—
 And in his hand he held a V:
 "I'll bet you this, that this here hearse
 Will cross ahead of that excursion."
 Them mourners they set up a yell,
 And then was missin' for a spell.
 It war amazin' how that crowd
 Cavorted upward in a cloud!
 They piled them victims on the sward,
 About three-quarters of a cord.
 On top they put the Deacon's meat;
 But where Joe went we all was beat.
 I sarched the pieces of that train,
 And sarched, and sarched, and sarched in vain,
 And to this day it does beat me
 Where was the piece that held that V.

[From the New York Clipper.]

Railroad Trapeze.

Number Ninety-nine stood puffing and blowing off steam at the water tank of a little wayside station—a beauty and marvel of brass and iron and steel; strong beyond simile, making play of the hundred coal cars it drew swiftly along, with its eye piercing the darkness as a noonday sun, with its breath of fleecy steam and heart of volcanic fire, and John Lathrop stood with his hand upon the whistle and throttle waiting the signal to "go ahead."

It was midnight, and the dead of winter. The music of the Christmas bells had died away, the glad acclaim that welcomed the New Year had been hushed, and the holy lessons of Love, Charity, and Good-will that had been preached and sung were fast being forgotten in the rush and roar of business, in running the mad race for wealth and following the spendthrift dictum of ever-changing fashion.

The spasmodic charity that breaks out at such times had run its course. The poor had been warmed and fed and made happy for a day, and would be scarcely thought of until the year had completed its cycle, and the holly and ivy and evergreens were twined and festooned again in parlor and hall, and wreathes about the mottoes of Christian remembrance hung upon the

walls. Plenty had glorified itself in the giving, and poverty and vice and crime must live upon the recollection of what they had received until the coming of another Christmas and the dawning of another year. Aye, wealth had given and plumed itself upon its liberality. In almshouse and prison a hearty feast had been spread. The duty of the rich had been done, and—well—nothing more could be expected of them! Fashion had held fairs, and given balls, and made itself merry while indulging in ostentatious almsgiving, because it was "the proper thing to do"—and subsided. The sensation of the thing was over, all its attractiveness lost, and now Mrs. Grundy and Flora McFlimsy and the rest of the *creme de la creme* must think of themselves. Strange, how suddenly forgetfulness of others' sufferings comes—how soon the spasm of yearly charity passes—how speedily the heart of humanity again turns into stone! But, "the poor ye have always with you," and can they not be helped at any time? That may not be sound philosophy in the eyes of heaven, but it is in the eyes of fashion.

John Lathrop, engineer of No. 99, was thinking of these things in a somewhat cynical manner as he peered out of the cab window into the biting cold and sleet burdened air—thinking of the hard winter—the almost starvation prices to which wages had been reduced, and, more than all, of his humble home and bright-eyed little boy of half a dozen years, who was then dreaming that "papa" would be home to breakfast and spend the next day (Sunday) with them.

"It's hard to be poor," he said, brushing the icy frost from his heavy beard and moustache, "and it does seem as if the company might be a little more liberal after the way they worked us and piled up stamps at the Centennial. But—"

"John, here's a tramp," sang out the fireman from the interior of the tank.

"That's nothing new" was the answer. "They were as plenty all summer as black-berries."

"But the poor fellow's half starved and frozen and begs so hard for a ride."

"Ride? Humph! And get sent up for thirty days if any of the big guns of the road find it out!"

The light from the open furnace door shone full upon the face of the tramp as he stepped from the desolate, icy tank where he had paused to gain something of shelter, even if little of warmth. A rapid sign

passed between him and the engineer, and the latter continued.

"Come aboard. I'll take the chances. I don't think the conductor will give me away, and mighty clear of the brakemen showing their faces more than they can possibly help such a night as this. Anyhow, I'm not going to leave a fellow being to starve and freeze to death, for all the railroad companies this side of Canada. Blessed if I do! Come aboard, old fellow."

The tramp obeyed the summons, and his scanty clothing and numbed hands and feet and pinched-up face told how sadly he was in need of warmth and food. The roaring furnace speedily supplied the one, and the dinner pails of the engineer and fireman the other, though they would have to fast until morning and would sadly miss their hot coffee.

Two shrieks of the whistle, a tug at the lever, and Ninety-nine started and shot away with the long train following behind like an immense black serpent, over air-line and around curves, and through tunnel and across bridge. Then John Lathrop had time to more closely scrutinize and talk to his unpaying passenger. The mystic sign that had passed between them told of Brotherhood and paved the way to his thinking well of him.

"You aren't used to tramping, and hain't been very long at it," said John, laughing quietly at the rapid manner in which the supper of himself and fireman was disappearing.

"Not much, cully," replied the tramp, pausing, with a biscuit in one hand and the half-picked leg of a turkey in the other, to answer.

"Cully?" repeated John, eyeing him still more sharply. "You are a show-man?"

"Was, and another few days like the last and I could play walking skeleton to perfection," and he glanced up at the engineer with a pair of the blackest possible eyes, and a face marked with resolution and bravery.

"What biz?" queried John Lathrop.

"Bar and trapeze."

He did not appear to have time to spare to make lengthy replies—only uttered the briefest possible between mouthfuls; and noticing this, his questioner paused until he had finished his almost wolf-like meal, and then resumed:

"I used to kick up my heels and strut over the sawdust once myself."

"You?"

"Yes, but I gave it up years ago—had a little set-to with a tiger, and got nearly chawed up. And you don't look as if you had fared much better. Here's a pipe—smoke, and spin your yarn."

"Well, I did the flying-trapeze and all that sort of thing in the Grand Transcontinental and Ever-so-many-other-things Circus. Humbug were a beter name, as it turned out for us. Yet I reckon we might have got our pay if it had been a success. But we had a devil of a hard time. The public didn't appreciate—horses gave out, wagons broke down, the 'premiere equestrienne' ran away with 'bones' of the side show, funds ran low, the great Polar bear wanted his ice, became disgusted and turned up his toes; the zebra passed in his checks, and the result was we became flat-broke, and had to leave our baggage and take the tramp in order to get home."

"Been there myself," said John Lathrop, becoming deeply interested.

"Then I needn't tell you what sort of a time I have had footing it, stealing rides and begging for something to eat."

"Bad enough in summer," growled John.

"But now? Talk of the North Pole.

Whew! I thought I should freeze to death in that old tank, with the water dripping and freezing around me; and if you hadn't taken care of me, I guess I'd have thrown myself under the cars and put an end to the thing. What's the use of fighting hard times and bad luck forever?"

"Well cheer up. You're all right now—that is to the end of my run. Then you shall go home with me and recruit up a bit, it'll go hard if I can't manage to get you a free ride with some of the boys to the end of the road. It's against all orders, but John Lathrop's got a heart in him and wont see any one suffer if he can help it—not much."

His presence attested the truth of his words. He was tall, broad-shouldered and deep chested, and his face told of goodness in every feature, and his manner, if bluff, was hearty. Yet his frame was strongly knit and his muscles trained by severe and long continued exercise until they stood out as whip cords, strictly obeyed his will, and were as firm as steel, and daring flashed from his black eyes, and were revealed by every line about the mouth.

"I don't know," he said, looking at the engineer thankfully, "how I am ever to pay you. My life you certainly saved, and it may be I can do you a good turn some day. If the chance comes you can depend upon

my doing it, for I'm one not to forget a favor."

"I believe it. But don't think of my giving you a ride and a bite. It's no more than any man that wasn't a brute would have done, and who knows but either I or my boy, when he grows up, may want a lift of the same kind."

"Your boy?"

"Yes, the brightest, cutest little chap you ever saw. I'll show him to you to-morrow. Yes, and my wife, too—just the prettiest, dearest little woman that ever walked in two shoes."

No. 99 was running smoothly and steadily along. It was Sunday morning, and there was nothing in the way—not even an up train to pass until John Lathrop would uncouple his iron steed and put him in the great round stable to rest and be cleaned for twenty-four hours. So, while John Lathrop seated himself, and while keeping watch of the steam gauge and his eyes open, told of his early life under canvas, his present home happiness and the bright-eyed, blithe-hearted ones that were waiting there to welcome him.

"The life of an engineer," he said, "has its ups and downs the same as any other, and is full of danger, and requires a sharp lookout, strong hand and quick decision. I know one is never safe, and my Jennie often talks of what narrow escapes I've had, and shivers as she thinks how others have been killed running over this very road."

"Why don't you give it up?"

"Well, there's an excitement about it I like, and the pay is certain, though it aren't what it ought to be, considering the risks we have to run and how we ever carry our lives in our hands, as one might say. Keep a sharp lookout, Jack." (To the fireman.) "I remember well running over this very same section, on such a night as this, some three years ago, and going smash through a culvert over the Big Stony, and breaking things generally. Engine, tender and half a dozen cars were stove and piled up together, my fireman killed, and I was dragged out from under the wreck, pretty badly scalded and used up. But my time hadn't come yet, and I was soon on the road again and—"

"Something on the track! Looks like somebody waving a lantern, but the sleet is so thick that I can't rightly make out," shouted the fireman.

John Lathrop sprang to his post, made the whistle shriek like an imprisoned and

tortured fiend, reversed the engine and whistled on brakes. But his trained eye instantly saw that it would be of no use—that he could not check the headway of the heavy train in time to avert running over the object, be it what it might, for the track was so narrow and walled in by high embankments that escape was impossible. Besides, they were upon the "something upon the track" before they were aware of it, having just rounded a sharp curve.

"There is my home," gasped John Lathrop, pointing out into the gloom. "The Big Stony is just ahead, and—Oh, my God! if the culvert should have given way, and my boy have come to give me warning?"

"Your home—your boy?" echoed the tramp.

"Great heaven! yes," and the strong man became unnerved and robbed of all decision.

"It is a boy!" shouted the fireman. "And may God have mercy upon him, I believe it is your John!"

The passenger said nothing, but a wild determination flashed from his eyes as he arose, climbed out along the side of the monster engine—a Juggernaut, immense enough to have crushed hundreds at a time beneath its ponderous wheels. Then the midday-like sunbeams of the headlight streamed out and made all plain to him, despite the thick sleet and darkness.

He saw (and a shiver other than that produced by the cold passed through him) a boy standing directly ahead in the deep cut, waving a lantern whose blood-red globe shone like an evil eye. Though still at a little distance, he seemed directly under foot and about to be dragged down and devoured.

"He saved my life," muttered the tramp from between his tightly set teeth, "and I'll do as much for him if I can. Any way, I'll try, and I haven't anybody to mourn for me if I go under."

His resolution was a desperate one—must be carried out without the delay of a single moment, if at all. He swung himself down upon the pilot, twisted his feet within the iron bars and extended his body ahead as rigid as if carved from oak, and stretching his hands still in advance.

It was a trying situation, one requiring the greatest courage—a position no one unused to feats of strength within the arena could have sustained at all. But he did and bravely, and the engine rolled on nearer and nearer, and the boy suddenly becoming aware of his danger and the im-

possibility of escape, sank down upon the ties and his scream of mortal agony rang out louder than the jar of wheels and hissing of steam.

"Father! father! save me! Oh, save me!"

Save him? John Lathrop was kneeling on the floor of the cab, with his hands raised in prayer, his face as white as snow, and working in the most terrible torture. The fireman had taken his place at the lever, throttle and whistle, and the engine plunged with increased speed upon a down grade, to grind into atoms all that dared oppose its way.

It was upon—over the boy! No, heaven be praised; the arms of the tramp had grasped, lifted, and dragged him upon the pilot, and to safety before touched by the fire-breathing monster; and when it paused, quivering upon the very brink of the crippled culvert, John Lathrop was holding his brave boy in his arms, hugging him to his heart and crying over him as a woman.

In the morn of a clear Sabbath, No. 99 rolled into the station; and when John Lathrop told his wife of how their boy had been saved, and she sprang to the stranger and kissed him from the impulse of her mother's heart, there was no jealous frown upon his brow. W. H. BUSHNELL.

THE trial of the case of the United States against the Central Pacific Railroad Company, to recover 5 per cent. of the net earnings of the road from the time of its completion, July 1, 1869, to October 1, 1874, commenced in the United States Circuit Court on the 9th, of February. The amount involved is \$1,836 635.10. Testimony for the Government will not be very voluminous, as a stipulation has been made between counsel that all allegations in the complaint be considered valid. The complaint will be considered proved, except that the road was completed at the time alleged, and that the net earnings of the road amount to \$36,732,702.

MR. J. CHRISTIANCY, formerly Master Mechanic of the Burlington & Missouri River Railroad, has been appointed Mechanical Engineer at the Aurora shops of the Chicago, Burlington & Quincy.

MR. JOSEPH KELLY, ex-Master Mechanic of the Providence & Worcester road, was recently presented, by about fifty of his employes in the repair shops, with a fine gold watch and chain.

OUT OF A JOB.

BY JOHN M'INTOSH.

[Published by request of the author, through the courtesy of CAL. A. LIGHT.]

I, too, am out of my little job,
And hungry doubtless ere long will be;
Tempted like many, perhaps, to rob,
Nobody heeding my hunger plea.

It will not do to go off on a tramp;
Tramping, you know, is criminal now;
Successful fellows would call me a scamp;
And begging the big bugs wont allow.

I can't understand what these times mean;
I've worked at the bench for forty years,
But never before has the worker been
So much the victim of threat'ning fears.

No man calls me a knave or a fool;
And tho' with the best not number one,
I've worked with a first-class workman's tool,
And paid my way like an honest man.

We've fifty dollars or so in bank;
That wont last forever, you know;
I know it will grieve our youngest, Frank,
When told that his friends, the books, must go.

I see them now as they stand in rows—
Friends that came to us, one by one;
Should they depart, I may say, God knows,
Friends and friendship at last we have none.

The times are playing the deuce with all—
Changing the sympathies in their flow;
There's proof enough of the primal fall,
But little of Christian love below.

Even my wifey, a generous soul,
Never yet lacking in meat or tea,
Never yet wanting in wood or coal,
Never afraid of dishonesty.

Says now that the grocers keep mean stuff,
And questions the miller's buckwheat flour,
Complaining, too, they don't give enough;
That butter is lard, and the milk is sour.

All the result of the cramping times;
Turning the liberal eye of life
Into the shade, where suspected crimes
Breed low bitterness, hate and strife.

Here's Nelly, our oldest, now twenty-three,
Would have been married two years ago;
The match ain't broke I can easily see;
And Billy's a man of his word I know.

They meet in the sitting-room now. 'Tis said
To save us the coal; yes, wifey knows;
And soon as the cloth for a meal is spread,
Billy excuses himself and goes.

Whoever thought it would come to this;
Grudging a scuttle of coal or a meal?
Wife's folks were poor, but they'd ta'en it amiss,
To be used as Billy now, makes us feel.

Well, they are right, and I shan't complain;
The saving will help me to pay my dues;
Their union delayed may afford them pain,
But Trades Unions none can afford to lose.

ROCHESTER, N. Y.

A New Motor.

Philadelphians are to be given a sight of a new machine, invented by a clergyman in Maryland, which is called the Bradley promethor, and is described at length by a correspondent of the *Bulletin*. The writer claims that the "motor employed in this invention is a well-known agent, and one that is beyond comparison, powerful in action and easy of management. Second, that the mode of utilizing is marvelously simple, original, and perfect. Third, that its economy is marked, being as one to five, if not to six or eight, in comparison with steam. Fourth, that it is managed so as to be positively non-explosive, and without danger at any stage. Fifth, that the machine is suitable for all mechanical purposes; and finally, it is unlike anything else in the world of mechanics, and will excite an interest in economics and revolutionize the present mode of propulsion in every department of mechanical motion. The machine and its capacities are not simply a great invention, they are an inspiration, utilizing the forces of nature by the principles of natural laws, and confirming to the conceptions of man the perfections of the Divine intelligence in His works. In a few weeks the public will have an opportunity of seeing in operation in Philadelphia a promethor of the power of fifty horses, which is now nearly ready for exhibition."

THE *Baltimore Gazette* says: "About two months since the Mount Clare shops of the Baltimore & Ohio Railroad discontinued the eight-hour system and commenced running on full time of ten hours. The change, however, has not materially benefited the workmen, as a deduction of 25 to 30 cents a day on all wages was then made. This arrangement enables the men to make from 10 to 15 cents more per day than under the previous eight-hour system. Laborers are paid from \$1 to \$1.10; machinists, \$1.90 to \$2.25; apprentice mechanics, \$1.25 to \$1.50, and foremen of shops, \$3.25 per day. About 1,200 men are now employed, about 50 per cent. of the capacity of the shops. Since 1872 the works have never had a full force of men employed. The greater part of the workmen live in the immediate neighborhood of the works, generally renting their houses, very few owning their dwellings. The work at present at the shops consists principally of repairs. Some eleven en-

gines are being overhauled in the machine shops, while a few passenger and freight cars are being refitted and painted in the carpenter and paint-shops. The only work of construction being carried on is the building of about 300 freight cars. Work on these was commenced when the full-time system went into operation, and has been progressing since. From eight to ten cars are built per week. They are box-cars, and are designed principally for the carrying of grain. The Mount Clare works are the most extensive owned by the Baltimore & Ohio road, and are probably as complete as any in the country. The engine shops, when running a full number of hands, can turn out five locomotives per month."

In looking around for first mortgage bonds on old roads that have always earned considerably more than enough to meet interest on such bonds, we find the following in New York now selling below par; Ohio, Mississippi, North Missouri, Central Pacific branches, Pacific of Missouri; East Tennessee, Virginia and Georgia; Houston and Texas Central; Memphis and Charleston; New Orleans, Jackson and Great Northern, and Mississippi Central. It should be clearly understood that the enumeration of the first mortgages of these companies, is merely for the purpose of specifying certain bonds, now selling below par, which, by the estimated value of their security, ought to be good beyond question. There are many other circumstances to consider, however, and particularly the pending litigation with several of them; and it is by no means intended to suggest that these bonds are a better purchase than others in this market selling at higher prices.

A COLLISION occurred on the St. Louis & Southeastern Railroad, about ten miles east of St. Louis, February 7th, between a local freight and a coal train. The engine of the coal train was ditched, and engineer A. Brockman, of Mount Vernon, was badly injured. Frank Wilson, of McLeansboro, fireman, was instantly killed. Several brakemen were badly injured.

THE Newark Iron Co. offers its rolling mill at Newark, O., for sale.

THE Atlantic & Great Western railroad foundry at Kent, O., is busy on car wheels.

Editorial.

Boston & Maine.

A strike of the enginemen occurred at 4 P. M. on February 12th, on the Boston & Maine road, which was brought about by the company refusing to pay the men an honest price for their labor. There were on the road some of the best engineers running into Boston, as the managers themselves admit, and yet they required them to be on their engines in many cases ten hours for the small pittance of from \$2.25 to \$3.40. Can any honest officials, with a clear conscience, say this is a fair price for these hours of labor? They surely could not. This alone was not the only grievance the men had, but many others. Among them was an overbearing and insolent train dispatcher, who let no opportunities escape him to create as much ill feeling between the officers and men as possible. A number of men accepted engines and run them, thus violating their obligation to God and man. Many were induced to abandon their engines after taking them, yet the company has partly succeeded in getting men to fill the places, such as they are. This state of affairs, however, can not last, as the public will not risk their lives and property in the hands of men who are so unfit to take charge of an engine that they never get a job only in case of a strike. Just what title to give these men we are at a loss to know; yet while the managers of the road give them encouragement in the start out, they will fill their places with competent men as soon as they can get them. As the matter stands at present, both parties are holding out, and the enginemen have hopes of gaining the strike.

THE Rhode Island Locomotive Works, at Providence, recently delivered a new engine to the Boston & New York Air Line Road.

Editor B. of L. F. Magazine:

I am requested to write you for the meaning of the word "Credit Mobilier." Please give us an answer in No. 4, and so settle our dispute.

U. P. RY. EMPLOYEES.

The Credit Mobilier was a joint stock company, chartered by the State of Pennsylvania. Certain stockholders of the U. P. Railway bought the charter of this company, and using it as a blind, were able to award to themselves the contracts for building the railroad at exorbitant rates. In this manner they made large fortunes, absorbing not only the capital of the U. P. Co., but also the Government loan. Practically it was a gigantic swindle, conducted on the same principle by which a merchant acts when he turns his property over to his near relatives, and goes into bankruptcy to cheat his creditors. The name, Credit Mobilier, was borrowed from a French joint stock company of some years ago.

A BAND of train wreckers have been operating for some time past on the Missouri, Kansas & Texas Railroad, and several trains have been thrown from the track and robbed. The operations of the band have been in very thinly settled parts of Southern Kansas and the Indian Territory, and the task of capturing them has been exceedingly difficult until Thursday last, when two of them, named Mead and Matthews, were arrested by Deputy United States Marshal Stevenson, heavily ironed, and taken to Fort Smith, Ark., where they will be tried.

WE are pleased to place on our exchange list the first number of the B. of L. F. MAGAZINE, edited by I. J. Bennett. It contains useful information for the members of the Association in whose interest it is published, as well as railroad men in general, and will undoubtedly receive a fair share of support.—*Firemen's Union Journal*, for February.

New Jersey Central.

A very large public meeting of the stockholders of the New Jersey Central Railroad Company was convened on February 7th, in the offices of the company in New York, for the purpose of taking into consideration a proposition of the Board of Directors calling upon the stockholders to subscribe for certificates of indebtedness for an amount equivalent to 15 per cent. of the stock held by them, the subscription not to be binding unless the entire amount of \$3,000,000 is subscribed. On motion, Mr. Geo. H. Potts was elected Chairman, and Mr. Samuel Knox, Treasurer of the company, was made Secretary. After Mr. Knox had read the call, Mr. Knight arose to speak on the "past, present, and future of the Company." He first touched upon the question of passed dividends from a general standpoint. The Central Railroad of New Jersey had declared since 1866, dividends aggregating \$14,400,000. He said that had these been averaged at 8 per cent. there would have been left in the treasury \$3,413,666.31; at 7 per cent., \$5,133,812.54; at 6 per cent., \$7,145,737.39. It was these extravagant dividends that had in a great measure weakened the company. He instanced the North Pennsylvania Railroad of Philadelphia, which in 1859 was in a worse condition than the Jersey Central is to-day. The par value of its stock being \$50 per share, it had out \$3,000,000 of 6 per cent. mortgage bonds; its stock sold on the market at from \$5.50 to \$6 per share and its bonds at 40 cents to 50 cents on the dollar; it had a floating debt of \$2,000,000, to carry which it was obliged to pay from 1 to 2 per cent. a month, besides which the current rates of interest and the future prospects were very different from what they are to-day. The Directors were obliged to obtain a chattel mortgage at 6 per cent., which they sold at 62½ to 75 cents on the dollar. This mortgage falls

due in April next, and the money—some \$500,000—is provided to pay it. The Finance Committee asked the bondholders to fund their coupons for a few years. They did so, and received scrip for the amount. That scrip was redeemed through economy and increased business. Then the company felt able to declare a 6 per cent. dividend and for six or eight years has continued to declare similar dividends. But they never exceeded that amount, even when 18 per cent. profit was earned. The balance was kept in the treasury. The stock is now selling at 98 cents, and the bonds brought at auction, recently, 107½. The trouble with the New Jersey Central was that the stockholders had received too large dividends. At the present market value of the stock, earnings amounting to \$400,000 would amount to 2 per cent. on the capital and 4 per cent. on the value, and so on. In referring to the condition of the road, he said it was in first-class condition; its equipment is ample; the new line to Philadelphia is doing an increasing business, and the Long Branch route is paying. There is no need for further present outlay. Its equipment represents the value of between \$9,000,000 and \$10,000,000. Last year \$4,000,000 were expended on the road. Speaking of the proposed loan, Mr. Knight explained that the new certificates of indebtedness were to be issued on security valued at 60 cents on the dollar, were payable in 10 years, and bore 7 per cent. interest, payable semi-annually, and that the security cost \$4,500,000 cash, and was a mortgage on 25,000 acres of the best coal land.

Mr. Knight concluded by saying that upon the success of the \$3,000,000 loan depends the destruction or revival of the New Jersey Central Railroad. Mr. L. Bennett made a strong appeal for the loan. He deprecated the apathy of the stockholders in vigorous terms, and said that the meeting reminded him of a stock-

board with the bears predominating. The names of the subscribers and the amounts were then read out, by request, for the purpose of encouraging others. The total footed up \$1,027,600.

A MEETING of the freight agents of the trunk railroads and connecting lines was held at the St. James Hotel, in New York, on February 9th. The meeting was presided over by G. W. Blanchard, Vice-President of the Erie Railway. The agents remained in session for two hours, and adjourned to meet at the St. James Hotel on the 27th of February. Those who attended the meeting were instructed to keep the proceedings private, and President Blanchard stated that the only information he had to give was that the meeting was entirely amicable, and that the settlement of the questions under discussion would be made at the next meeting. It is said that difficulty has arisen in the plan adopted by the freight agents for insuring uniform freight rates upon competitive traffic from the West. On the 16th of December last a meeting of the Presidents of the Erie, New York Central and Hudson River, Pennsylvania Central, and Baltimore and Ohio Railroads was held and an agreement was entered into to advance freight rates and terminate the discrimination against New York as an export city. It was the virtual ending of the freight war. The freight agents were instructed to make a schedule of freight rates for the different classes of freight from the principal Western cities. It is in the plan adopted by the agents that the trouble arose, for the solution of which the meeting was called. Uniform rates were to be adopted by all routes and to and through the different seaboard cities. The freight agents adopted a plan for fixing a rate from the interior point, say Chicago, to the European port of destination, say Liverpool. The ocean freight problem was thus introduced into the question, and

naturally produced complications. Many complaints followed, and it is understood that the meeting of the agents was for the purpose of improving the working plan. It is claimed by some of the leading merchants and shippers of the city that, notwithstanding the pledges made at the joint meeting of merchants and railroad officers not long since, the railroads carrying provisions from the West to Boston, Philadelphia, Baltimore and Portland continue to discriminate in favor of those ports to the great detriment of the business of New York.

IN the Chicago, Burlington & Quincy yard, at Aurora, Ill., February 28th, a stay-bolt was blown from engine No. 45, which has been temporarily switching at that point, and Fred. Grometer, 12 years of age, was so terribly scalded as to cause his death in less than an hour. The unfortunate child had been sent to deliver a message to his father, the engineer of No. 145, and the accident occurred during the momentary absence of Mr. Grometer from the cab. The agony of the parents is heart-rending.

A CAR of the Pennsylvania Railroad, consigned to the sub-treasury of New York, arrived in Jersey City from Washington lately, guarded by eight clerks, Captain Price and eight of the fifth United States cavalry. It contained, in fourteen safes, \$3,000,000 in twenty-dollar gold pieces, which weighed six tons.

BARNEY, SMITH & Co., car builders of Dayton, have now under construction for Forepaugh's Circus, 17 flat, 9 stock, 2 box, 2 sleeping, and an advertising car. The firm are not running their usual number of hands.

AT an Erie railroad meeting in London, on February 8th, resolutions were passed recommending the bondholders to convert their bonds and pay their assessment.

L., N. and Gt. S. Railway.

A New Departure by the Boston & Lowell and Nashua & Lowell Companies.—Employees asked to Sign Away their Lives.

In our last number we stated that the L., N. and Gt. S. Railway's earnings, as per reports of office, exceeded anything heretofore reported, and also that the same company had taken from their shops all wipers but five, who have to sweep out and keep up fires in two large engine-houses, coal engines up by hand, clean fires, &c. This leaves them but little time to wipe the machinery of as many locomotives as this company employs. On the strength of this, the round-house fireman, a man by the name of J. Slusser, issues an order with his name attached, to the effect that the firemen should not only clean the paint work on their engines, but *wipe them*. Now let it here be known that an L. & N. fireman has, on a round trip of from twenty-four to thirty hours running time; has from 250 to 275 bushels of coal to handle; a fire to clean from two to three times. After making said trip, he has from four to six hours hard cleaning to get the engine ready to go out again. For all this he receives \$5 a trip, occupying three days; during that time he pays out \$2 for meals. The *Louisville Courier-Journal*, in an article upon the pay of firemen, says: "Their pay is good for *five hours* labor." The *Journal* reporter had better obtain *true reports* or *none*.

It is but just to notify the unthinking public, that when our firemen presented their petition to this man Slusser, asking to have the order revoked, his answers were anything but gentlemanly, using such language as is not found in the Good Book, and more dirty, seldom heard upon the streets, concluding by saying: "If you do not like it, go to the office and get your time." Fifteen of them walked in for the same, all of which might have been settled

if the reception had been made more agreeable to a body of injured and unjustly treated men. Finding them determined, he relented a little and then said: "You need not wipe your engine cabs or boilers, the engineers will do that part; but wipe the pilot and tender twice a week." The men having quit the employ of the company on this occasion were branded as *strikers, which is utterly false*; and but *two men*, whose names appeared correctly in the *Courier-Journal*, were implicated in *any case of violence whatever*.

It sounds too much like "sour grapes" to hear of the company being *about to promote* five of the strikers. A sensible man would not credit a single word of any such report, especially when it comes from such poor authority. The *Journal* says firemen "have rights in this world." What are they? we ask. None from the hands of a railroad company, as the following article shows, which has been handed the employes of a line centering into Boston. Read it and ask yourself, as one of the human family, what has he or they, who hold your lives in their hands from day to day, to fall back on, when a company asks to be released from accidents which may occur through carelessness of themselves.

The following form of contract was handed each employe on the roads herein mentioned, for them to sign, which, we are pleased to say, has *not been done in any one instance*. The form, and outrageous and villainous requirements therein contained are only such as were used in the days of old:

Boston, Mass., Feb. 7, 1877.

In consideration of my employment by the Boston & Lowell and Nashua & Lowell Railroad corporations, of the compensation agreed to be paid to me for such employment, for value received, I hereby contract with such corporations, both jointly and severally, that so long as I remain in the service of said corporations, or either of them, either under present or any future employment, I will assume all

risks to my person and property, that neither of said corporations shall be liable to me or my representatives for any injury, loss or detention to my person or property, while I shall remain in such employment, whether such injury, loss or detention shall result from the use or defects of engines, cars, road-bed, machinery, rails, or any other instruments, means or appliances, or from accident, or from the default, negligence, carelessness or misconduct of the officers, agents or servants of said corporations, or either of them, or of any other person, or of any act of commission or omission, done or omitted to be done by said corporations, or either of them, or from any other cause whatever. I meaning and hereby agreeing to assume every risk of loss and injury from any cause which may happen to me, and to indemnify and save *harmless* said corporations and each of them on account thereof. In witness whereof. I have hereunto affixed my hand and seal, this—day of _____, 187

Signed, sealed and delivered in presence of _____

I hereby certify, that I witnessed the signature to this contract, and that said contract was read to the signer thereof, and a duplicate copy given to him.

Mr. Hosford (Manager), a few days afterwards requested an interview with the engineers, who appointed a committee and went over to his office. After their arrival and some conversation was indulged in, the committee asked Mr. Hosford that, should a man refuse to sign this agreement, would he get his discharge. In reply to this question, he said he did not wish a man to do so unless he done so willingly. He stated to the committee that the company's lawyers were the originators of the contract, not him; that these steps were taken to prevent petty law suits, and to those who signed the agreement, they calculated to give their time and *make them a present* if they needed it, in the way of paying doctor's bills, &c., in case they were disabled. He stated to the committee that the company was looking upon the matter in a *moral* light, and the committee in reply, stated that they would

continue to look upon the matter in a *legal* light.

We emphatically say, *Never sign*. The idea of signing our lives to God "knows what." We never receive anything only when the law is on our side, and that occurs so seldom that we can ill afford to lose it.

We ask you all to at least give us a fair and impartial consideration of the affair.

THE southern bound passenger train on the St. Louis, Iron Mountain & Southern Railroad, seven miles north of Little Rock, was ditched on the morning of February 14th. The fireman was killed and the engineer badly hurt. The accident was caused by some one tearing up the track, which was not discovered in time to avert the accident.

A NEW freight depot has just been completed by the Ohio & Mississippi at East St. Louis, a short distance south of the old freight depot. Three tracks will be laid under cover, and ten tracks more will be laid outside as soon as the weather will permit. The old passenger depot has been divided off into offices for the freight clerks.

GEORGE MCCHESENEY, one of the oldest conductors on the Pittsburg, Cincinnati & St. Louis road, was instantly killed at Collier station recently. While his train was standing on a siding he attempted to walk down the main track when he was struck by a locomotive.

F. S. LATHROP has been appointed Receiver of the New Jersey Central, and the employes on that line hope for better times, and a prompt payment of their back pay, which has been withheld for several months.

THE Portland Company, at Portland, Me., recently sold seven engines to the Whitby & Port Perry road in Canada.

SONG OF THE P. & E. RAILROAD.*Air—Hoist up the Flag.*

I will tell you of the P. & E., and all its different styles,

It runs from Erie down to Sunbury, almost three hundred miles;

And when upon the railroad the people want to ride,

They always get their lives insured and say their prayers beside.

Frank Thompson, our Superintendent, I would have you understand,

He is quite a fine young fellow, and will use you like a man,

And so will his Assistant, his name it is Westfall,
But Rhodes, the Train Dispatcher, is the whitest one of all.

There are some bully fellows on the road—their names I will relate—

There is little Jesse Andrews, he runs the "No. 8;"

And there is old Bill Denny, you will find him on "14,"

He is one of the nicest railroad men that ever I have seen.

There is little Johnny Butler, one of the best of men,

You will find him on the Elmira Mail, he runs the "No. 10;"

And there is old Vanwarmer, up on the "22,"
He will tell you in a minute more than Webster ever knew.

There is a quiet little fellow, his name I will not tell,

He runs the "No. 6" and the United States Hotel;

But if virtue in a railroad man you ever want to find,

Just call on old Bob Carter that runs the "No. 9."

They have got one Yankee Latham, just from the State of Maine,

He runs the "No. 80" on Col. Gline's train;
On "73" is Gerbuck, he's a bully fellow, too,
But he will help Charles Itzel when he's nothing else to do.

They have a pair of Norrises, and they are a scaly team—

Why, they would scare an honest man to death with eighty pounds of steam.

On one you will find Frank Kent, the number is "33;"

The other is "No. 40," and is run by John Magee.

They have another pair of Engines I'll mention in my song,

They run twelve miles an hour and keep it right along;

They are run by men from Scranton, of course their names I'll state:

Jud. Smith, he runs the "66," and Preston the "78."

Then there is one Dave Wheeler upon the "47,"
And little Jake McKinley, who switches with the "11."

On "57" there's a boy, a first-rate kind of feller,

He also hails from Scranton, and the people call him Miller.

Then there is young Ham. Thompson, the "61" does run,

And little Robert Elwood upon old "41,"

There's another good fellow the "19" switches with,

He's another boy from Scranton, and his name is Charley Smith.

There is "27" and "15" upon the gravel train,
To fill up all the ditches that were washed out by the rain,

Old "17" is a Norris, as scaly as the rest,

And with old "No. 12" Dan. Roat runs Johnny Straw's Express.

I thought I'd got them all, my boys, but find a couple more—

There is Johnny Irwin's engine, the "No. 44;"

And there is old John Aiken, I introduce to you,
He is from Altoona, on the main line, and runs the "82."

I forgot to mention Langdon, the traveling engineer,

He is a jolly kind of fellow and likes his lager beer;

But if you want to hear the news, I'll tell you where you can,

Just seat yourself on "22" and converse awhile with Yan.

They have some good conductors, but, boys, it is a shame,

That now they hold positions that will forfeit their good name;

There is Glines, Cornell and Rissell, and several more beside,

But since they wear straps on their hats you had better let them slide.

If you go up to Renovo and sit down with the men,

You will hear one thing over, again and again;

It seems mighty queer to strangers, although
to themselves its fine—
It's nothing but "Altoona," the "broad top"
and "main line."

At Renovo is Bill Ginter, a long legged kind of
thing,

He reminds you of a s—poke after having lost
its wings;

At Lock Haven you will find old Wind, he is
Train Dispatcher there,

And the little operator with a head of curly
hair.

At Williamsport is Quiggle, in the yard he is
chief cook,

And little Tommy Gucker, that keeps Frank
Thompson's books;

At Sunbury is Duffenbaugh, with a heavy pink
mustache,

But he fooled with Jimmy Attig till he liked to
go it smashed.

Since I've composed this song, my friends,
there has been some changes made—

I think Magee has left the road, and "40" is
run by Babe;

But if I'd follow changes that are made here
every day,

I might keep composing verses until my hair
was gray.

And now I'm going to leave you, perhaps no
more we'll meet,

I hope you will remember me when you these
lines repeat;

But if on earth we meet no more, in Heaven let
it be,

So after bidding you all farewell, I am off for
Tennessee.

FIDELITY No. 53.

THE Boston & Providence Railroad employees have formed a benefit association, and the proceeds of the ball lately given in Dedham have been placed in the treasury. Conductor J. F. York has been chosen President.

THE Richmond branch of the Louisville & Nashville road has mixed its passenger and freight trains, and arranged for a change of cars between Louisville and Richmond.

THE Altoona shops of the Pennsylvania Railroad recently turned out six new postal cars of an improved pattern.

Correspondence.

From an Interested Lady.

PROVIDENCE, R. I., Feb. 28th, 1877.

Editor B. of L. F. Magazine:

In perusing the columns of the MAGAZINE, I feel justified in expressing my mind to the effect that it will not only be a success, but is so already to an extent that far over-reaches the expectations of many, for through the aid of the same they are brought more in unity with each other. At least that is the idea which I have, from the fact that I feel acquainted, although not intimately so, with the members of the noble Order, who seem to be trying to make it a success, from just simply reading their contributions. And now, Mr. Editor, being neither a scholar nor a poet, but one who is interested in the welfare of the fireman, I shall make no attempt to contribute anything which shall be considered either witty or funny, but shall in my feeble way, try to send you an article for the MAGAZINE, hoping by so doing, that I am furthering, to a certain extent, the interest of those whose lot it is to be placed upon the rough, ragged edge of a precipice, knowing not at what moment, by some one of the various causes, they shall fall to the depths below, so to speak.

In relation to the Brotherhood, I would say there is a Lodge of the same in this city, having been organized nearly two years since, and what has been attained or accomplished by them within that time is the question that naturally arises. First I am informed that they have repeatedly been called to administer to the wants of their members who were in trouble from sickness or other sources, and in all calls they have been able and willing to respond, not only to the entire satisfaction of the parties in question, but to the railroad officials generally, which I think speaks

well, very well for them, considering the obstacles they have been obliged to contend with; and again, not only has it been the means of doing this, but more—it has been the means of forming very many acquaintances, which but for it, would never have been brought about. I say never, for I speak from experience, and know that I, myself, have met and formed the acquaintance of not only several of the members of Providence Lodge, but of sister Lodges, which I am certain I should not have had the opportunity, had it not been through the efforts of the Brotherhood.

Therefore, in conclusion, I feel free to proclaim for the B. of L. F.: Long may it live and great be its record, is the wish of your humble servant. INTERESTED.

From Crestline.

CRESTLINE, JAN. 21, 1877.

Editor B. of L. F. Magazine:

Another month has passed away, bringing joy to some and sorrow to others. How thankful we, who have been blessed with health and prosperity, should be. But do not let us neglect those who have not been so fortunate, and who, perhaps, are suffering for the necessities of life. There are a great many of our Brothers who have had sickness in their families, and who have been unable to obtain employment, whom we should assist and extend over to them our care; and I do believe that the knowledge of having done a kind deed will amply reward us for our time and money.

Do not put it off, but begin at once. Delays are dangerous. Every member should try and advance the interest of the Brotherhood personally, and not rely on others. We all have our daily labor to perform, but we can certainly find a few moments each week to devote to the advancement of the Brotherhood. The officers of No. 19 are all heart and hand in the interest of the Order. They should be ably seconded by all Brothers. Do not

neglect to attend meetings,—that is very discouraging to all interested in the success of the organization.

As I have already trespassed too long on your time and patience, I will close with kind regards for all.

Fraternally yours, W. A. N.

Bella's Resolve.

BY A SISTER OF A FIREMAN OF NO. 6.

"You would not marry a fireman," exclaimed Bessie Lee, indignantly; "then I hope you may marry to your liking, Bell Morrison. But take my advice, Miss Prim, and don't run down the fireman, or we shall be enemies," and at this Bessie Lee gave her pretty little foot a stamp as if she meant just what she said.

"Well, Bessie, I did not say your brother was a lazy mortal; I only said I thought they were the most idle of all men, and so I think they are."

"Well, Bella, I am going to have the patience of Job with you; what experience, dear, did you ever have with firemen?"

"Why none at all, Bess; there is neither kith nor kin belonging to me a fireman or anything else. I only speak of what I see; is not that enough? Now, Bess, you must acknowledge that, yourself. Whenever you go to town, don't you always see them looking and gaping out of the windows of the engine? you think because they pull a bell once in a while they do so much."

"Now, Bella, be reasonable; when you are sewing don't you look out the window? When you are washing all day, don't you stop to eat dinner, or when your work is over, don't you stop? Now, for instance, Bell, they come to your house at one or two o'clock in the morning and wake you up, I would like to hear you grumble, while these poor fellows jump out as if their life depended on it. How many poor firemen get down off their engines and rub their frozen feet with snow to keep

the life in them until they get home. And, Bella, apply the case to yourself: now, if your dinner bucket was fixed, say, on Sunday, and you would keep it covered up, say, until Tuesday morning, I suppose you would turn up your nose at the victuals; but the firemen are different. They can't stop at hotels or restaurants, but have to stay in their penned up place, so warm in summer that the perspiration is pouring out of every part of their body. In winter it is just the reverse,—getting out of the warm engine and going out for coal, coming in with your fingers numb, your ears swelled up, going over to put in coal. Also how many times they are froze in while out on the road; half the time their meals give out; and look at the accidents. Oh mercy, Bell! I have no patience with you."

"Well, Bessie, you are right; forgive me, for I never thought of all the hardships they had to go through. If they were all like you and stand up for them, there would not be so many careless things, as I had shown myself. I will take that back, Bess, about not marrying a fireman, for I am going to marry the first one that asks me."

"And now we will see whether she keeps her promise or not." G. A. S.

From Galion, O.

GALION, O., Feb. 22d, 1877.

Editor B. of L. F. Magazine:

My diffidence in appearing as a correspondent is so great, were it not for a conviction of duty in the matter, I should not now be writing, and if I have failed in "my little," I suppose the waste basket is handy.

Benevolence is derived from, or made up of the Latin word *bene*, well, and *volo*, I wish; and literally means, I wish well, in the most extended sense, and to all mankind.

The benevolent or converted man does good from love of the act; the selfish or

unconverted man, from the love of the feeling in himself, which the gratitude of the recipient or the approbation of the world inspires. The former regards not whether his left hand knows what his right hand does. The latter takes care to proclaim his acts on the house-tops, and on the corners of the streets. The former is consistent and persevering, and in both his benevolence and his benefactions, through evil as good report. The latter is beneficent while it is fashionable and pleasant so to be. In the sunshine or prosperity he is ever at hand, offering that assistance which he knows is not needed, and will probably not be accepted. In adversity we may seek him, but he will not be found. He is always complaining of the natural depravity or perverse disposition of man, misconstruing his motives. The former "back-biteth not with his tongue, and speaketh no ill of his neighbor;" looks upon his species as originally good, and capable of continuing so, and as prevented only by bad influences, and to be restored by the conservative and reformatory power of Him who doeth all things well, and who made it good, acting both directly Himself, and indirectly through the instruments already renovated; he acts upon the principle, that "judicious giving does not impoverish, nor unwise withholding make rich," and he obeys the precept, "Truly ye have received, freely give."

Brothers, our charities may be often bestowed on the unthankful, and on the unworthy; yea, for our best deeds we may be slandered and persecuted; but let us take our stand on the highest pinnacle of our grand temple, Benevolence. Let us give freely to the needy, whether they do or do not feel or acknowledge their necessities, not only of our alms and our services, but our favorable judgment, our hearty good will, and our tenderest sympathies; exercising at all times toward all persons, that charity and forbearance

which we would have others exhibit to us under like circumstances. Benevolence, Sobriety and Industry, bound together by the ties of Brotherhood and common interest, live forever, one and undivided. Let our hearts beat in unison under the life-giving influence of Benevolence, Sobriety and Industry. If we cherish these principles, and fail not in our whole duty as Brothers, they will guard us from the contaminations and temptations of the world, and secure to us that sympathy which *all* require when disease or affliction becomes our lot. Neglect it, and all that is true and noble in Brotherhood of Locomotive Firemen is forgotten, and the institution, to our minds, becomes narrowed down to a mere cent per cent. association. Rally, my brothers, around the standard of the Order which has been erected in our midst, and may He who prospered the cause, and blessed your exertions to spread its benign influence in the years that are past, still continue to follow you with his divine blessing, crowning with success your labors in the years that are to come.

T. H.

Truth and Falsehood.

PORT JERVIS, N. Y., Feb. 18, '77.

One evening as the sun was slowly sinking in the west, and the earth seemed bathed in beauty, there met on an eminence overlooking a quiet and beautiful village, two well-known characters, Truth and Honesty.

They met to decide who should reign—reign supreme in the village below. But as each thought his arguments better and stronger than those of the other, they concluded that on the morrow Truth should reign, and the following day, Falsehood. After each day's work was completed, they were to repair to the village, investigate, and then decide which was the better. Let us accompany them as they traverse the street, after each consecutive reign.

The first night all is calm and peaceful,

and the face of all wears a contented look, and within each home are heard merry voices, that can come from none but the happy. But what means the lights we see gleaming from what seems a spacious hall, down the street. Let us peep in un- aware, and see if the same order prevails within the walls. We find assembled here a fraternal band, whose object is to promote the good of all mankind, as you will see by their motto, "Benevolence, Sobriety and Industry," which fully exemplifies the noble purpose of the Brotherhood of Locomotive Firemen. Surely no one can find fault with the reign of Truth, or say it is not well to abide by her rules.

But let us compare the reign of Falsehood with that of Truth. As we try to pass down the street, we are met by crowds of uncivil people, whose faces betoken too well the haunts of the rum-seller, whose deadly influence can be felt all through the community, and which our band of heroes are trying to do away with. Besides the general disorder of the street, do we find a happy home? No! within each home is found a fond mother or sister, with grief and woe plainly visible on their faces, as they watch for the return of the dear ones, whose place is there. Surely Falsehood will give away to Truth. But no,—like all who patronize her, she will not give over even when fully convinced.

A LADY FRIEND.

From a Locomotive Engineer.

Dear Sir and Friend:—Your MAGAZINE fell into my hands, and I can assure you its contents pleased me much. I have been on the right side for many years, yet I can never forget my three and a half years spent as a fireman, and I want to express my honest opinion of a locomotive fireman and his duties, as I see them from "my side." As a matter of course, all positions of trust and responsibility should be paid for accordingly, and I am free to state that I have never yet met with a

fireman, whom I consider as part of the engine, that ever received a fair compensation for his labor. Companies and the public generally, forget the fireman in their bestowal of thanks and praises for work done, yet without the fireman how would we make the time, without the steam which he furnishes, and no one but an engineer knows of the hundred and one little points he would loose if not for his left hand companion. I've always made it a rule to make a comparison of my fireman, and I find by so doing I have won his confidence and esteem; there is nothing I will not do for a good fireman, and though quite advanced in years, I can not remember an instance when I have given my bosom companion of thousands of miles travel, any cause to feel hard towards me or my actions, while managing the steed he has made ready, and always has in shape for me to handle; his hand and arm are like his eye, always on the alert for to avert danger, and 'tis a rare occurrence when the fireman fails to see danger at the same time with his engineer. Therefore let all remember that there is a being upon the left side, at least worthy of a proportionate share of all the laurels an engine or her master may be crowned with. Hoping your Order and the MAGAZINE will prosper, and that a fair consideration will be given the fireman, I subscribe myself, your friend and brother worker,

L. M. G.,
Buffalo, N. Y.

COMPLIMENTARY.

BRO. SAYRE: As you are one of the editors of the B. OF L. F. MAGAZINE, allow me to say a few words to you about the book we are all so proud of. In the February number, the first article, on "Locomotive Boilers," is worth the price of our book. "Railway Tickets," and everything else looks to me quite proper, for we can gain much knowledge from all. Glad to

see you take an interest in all branches of railroad departments. Hurry up March number.
V. M.

EDITOR B. OF L. F. MAGAZINE: The February number excels the first two numbers. I am as proud of my MAGAZINE as though it was a large bound volume, as I intend having it when complete. I can not find fault with a single article. On the other hand, I only want all Brothers to assist you. I looked very anxious for Bro. Donovan's poetry. He is our "Shandy Maguire," and I am sure his efforts are appreciated by all our Brothers.

W. N.

BRO. SAYRE: I have No. 3, and am well pleased; the style of the book and the contents are just immense. That article by M. M.—"To my Fireman"—don't hit me, but wished it did. Guess I'll visit the Brothers of "47" at Chicago, and probably meet M. M. Brother R. V. Dodge will probably relieve my mind as to who the lucky fireman is. Please do, Dick, have pity on an old "batch."

S. T.

Evidence of Folly.

Editor B. of L. F. Magazine:

Not to subscribe for the MAGAZINE, when all men of clear judgment pronounce it a first-class periodical.

To expect to stand at the head of your profession, and not practice Benevolence, Sobriety and Industry.

To get intoxicated and neglect business, and wonder why your employes have discharged you.

To believe those your best friends who are not too bashful to tell you so, when in prosperous circumstances.

To try and make a good name for yourself by ruining another's reputation.

To try and make an engineer or fireman think their engine (no matter how poor), nothing but a scrap heap on wheels.

To expect our Order to thrive with av-

aricious members that care for no one but themselves, and who never take any pains to study or enlighten themselves in regard to their profession.

To attempt to borrow money on the plea of extreme poverty.

To judge people's piety by their attendance at church, or the clothes they wear.

C. B., No. 5.

On January 27th, an accident occurred at the Central-Hudson Railroad, at Eysaman's curve, a little west of this village, of rather a peculiar character, but which, fortunately, did not result in any personal injury. It appears that while locomotive No. 418, drawing a caboose containing a freight crew, was passing this point, a valve yoke became broken and the engine was stopped. A brakeman was sent back to signal an approaching engine also drawing a caboose. The brakeman had not proceeded far before he found that the engine he was to signal had also stopped, owing to some defect about its machinery. While these crippled locomotives were lying on this curve, locomotive No. 54 and caboose came around the bend in the road at a very rapid rate and dashed into the second caboose. The concussion was so great that the throttle-valve of the second or center engine was forced open, and before it could be closed and the engine stopped, it had run into the rear of the first caboose. The result was the breaking in of the ends of the first and second cabooses and the disabling of the second and third engines. An accident of this kind never happened on this road before.—*Herkimer, N. Y., paper, January 31.*

A WEST HILL man got up in a vague state of mind the other morning, and feeling around in the dark for his socks, got hold of his wife's striped stockings. When he pulled them on and stretched them up he felt so completely dressed that he didn't think of putting on anything else, but went mooning around until he found a lamp, and fell to the floor in a fit of terror at the sight of his legs. When they restored him to consciousness they couldn't make him believe that the house hadn't been burglarized by a circus clown or an escaped convict, because, said he, "I saw him the minute I struck the match, just as plainly as I see you now. Nobody's safe in these awful times."—*Hawkeye.*

THE STOKER'S REVENGE.

DEDICATED TO BRO. M. GEPPEE, OF NO. 47.

The boy stood on the engine deck,
With brogans on his feet,
A red bandanna around his neck,
And a suit of overalls complete.

He could not make the old mill steam,
No matter how he'd try,
And to his mind it did seem,
As though she'd surely die.

He watched the pointer drifting back,
And in the wildest rage,
Took off his old and well-worn hat
And threw it at the gauge.

At this the driver calmly smiled,
A smile serene and sweet,
Which made the stoker raging wild,
So he jumped upon the seat,

And loudly swore he'd fire no more,
If ever he got in;
He filled his pipe, put on the blower,
And then "wiped off his chin."

VALDENERE.

At a meeting of the stock and bondholders of the Atlantic & Great Western Railroad in London, last month, approving the action of the trustees in endeavoring to arrange for a reorganization, expressing perfect confidence in General Deveraux, the receiver, and in the present board of directors, and protesting against the election of a new board of directors of the company, until the provisions for the protection of the bondholders as to the exercise of the voting power shall be carried out. More than two-thirds of the first-mortgage bonds have already been deposited with the trustees.

THE Galveston, Harrisburg & San Antonio Railroad is now completed. The first train left Galveston for San Antonio on the 19th of February, with an excursion party, including the Governor and other State officials. The completion of this road opens up a large portion of the finest territory in Western Texas, which has heretofore been without railroad communications.

THE Lake Shore & Michigan Southern Railroad Company settled with the widow of L. C. Crain, killed at Ashtabula, for \$5,175.


LOCOMOTIVE FIREMEN'S

Monthly Magazine

DAYTON, O., MARCH, 1877.

Contributions.—*Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.*

A number of Lodges have not yet forwarded their subscription. They should call a meeting of their respective Lodges at once, and appoint agents to solicit subscriptions. Every Lodge should report this month.

 A beautiful banner will be given to the Lodge that furnishes the largest number of subscribers for the MAGAZINE, by the next meeting of the Grand Lodge. The banner will bear the mottoes of the Order, besides the name and number of the Lodge that will receive it. It will be quite a nice present for some delegate to take home to his Lodge. The older Lodges will have to be a little more solicitous about the welfare of the MAGAZINE, if they wish to compete with several of the new Lodges. There is one new Lodge that has nearly twice as many subscribers as members.

ALL communications relative to the Brotherhood of Locomotive Firemen, for publication, must be forwarded to WM. N. SAYRE, Indianapolis, Ind., by the 15th of each month, in order to insure publication.

WE would ask all agents to visit the Post office and secure their MAGAZINES, as many carriers in cities and towns are not required to deliver large bundles. There can be no mistakes if agents will send proper directions.

Balls.

ELKHORN LODGE gave their second annual ball Feb. 22d. A cordial invitation was extended to all B. of L. F. men; would like to have come, Bro. Clark, but business would not admit of it—yet we wished you the best of success financially and a good time generally, which you doubtless had.

STAR LODGE No. 58, at Hoboken, N. J., gave their first annual ball Feb. 15th; accept thanks, Brothers, for invitations. Hope you enjoyed yourselves.

WE notice in the Seymour Democrat, the death of Mrs. Schooley, wife of our esteemed Brother, Frank N. Schooley. Mrs. Schooley died very suddenly at her residence in Seymour, leaving two little daughters to the care of their father. We respectfully tend Bro. Schooley our heartfelt sympathies for the loss of his beloved wife; also to the little orphans do we offer our protection, hoping the Allwise being will always watch careful over them.

VICE GRAND MASTER J. Broderick and lady, Past Vice H. W. Plummer and lady, with Brothers Donevan, Foster, and all who could get off, attended the grand ball of No. 12, at Buffalo. Bro. Crossman, as officiating manager, made it the ball of the season. Brothers all well pleased and returned home happy.

BROTHERS SCHOOLEY AND WHITECAR, of Scranton Lodge No. 7, write us most encouraging letters from time to time. The Lodge has ordered, through Bro. Whitecar, of Gardiner & Co., of Indianapolis, a full set of officers' and three dozen members' regalias; also a new second degree work. No. 7 means business.

MANY of our delegates to the St. Louis convention have forgotten to take action on donation, on their arrival home. We would be thankful and are compelled to ask for prompt action on same, or Bro. Sayre will leave us. W. R. WORTH, G. M.

IF L. B. EDMUNDS is so sure that the B. of L. F. was organized for selfish motives and for personal objects, and that we do not desire the support of locomotive firemen,—also that we are working against the interests of the same, we would invite him to become better acquainted with this Order and the world at large, and not give vent to such narrow-minded, ignorant, boyish remarks, without foundation.

A NEW Lodge of twenty-one members was organized at Columbus, O., February 13th, with a fine start off. The officers and members herein return a vote of thanks to the Division of B. of L. E. for the use of their hall for the occasion. We hope to hear of it increasing rapidly in membership, which of course it will.

BRO. BAKER, of No. 39, who instituted Minnehaha Lodge, No. 61, writes that he never had met as fine a body of firemen together. His description of the organization of 61 is only as Bro. Baker alone can give it. If the Brothers generally would take as much interest in working up a Lodge nearest theirs, we would soon number two hundred Lodges.

BRO. BULLOCK, of Star Lodge No. 58, Hoboken, N. J., writes us: "Our Lodge is in a flourishing condition, doing finely; send twenty-five constitutions and by-laws; new members every meeting."

BROS. SAM. D. SCHOOLBY AND GEORGE C. WHITECAR, of Scranton Lodge No. 7, writes us regularly. They say, "Our regalias come to hand and the Brothers are well pleased and proud of them."

JOHN MCINTOSH, of Rochester, writes us: "You are at a noble work; don't loose sight of your interests. All railroad men should subscribe."

Up to February 20th, the employees of the New Jersey Central had not been paid since November 30th.

Card of Thanks.

A vote of thanks is herewith tendered the members of Boston Division, No. 61, of the B. of L. E., for the use of their room, in which we organized and have since continued to use; also for the generous extension of the favor, hoping we will merit the same. COMMITTEE.

BRO. SAYRE visits Canada during the month of March. That's a good sign for the "B," for he will never leave the Dominion without hanging up a charter or two.

ANY of our Brothers wishing a fast ride can be accommodated by the Brothers of New York City Lodge, No. 50, who run the Rapid Transit from the Grand Central Depot to Harlem. A mile a minute is no where.

BRO. HERBERT HOWARD, Sec'y of No. 25, writes us encouragingly, and says their MAGAZINE Agent has another lot of subscribers. Glad to hear it Bro. Howard; we can furnish you at a moment's notice.

L. L. PARKER, JR., Worthy Master of Boston Lodge writes us seventy more subscribers. "Bro. Sayre, is this doing well for a new Lodge?" Well done, Bro. Parker, keep it up.

WE are sorry to hear of Bro. Dave T. Henderson, of Cleveland Lodge, being out of employment, as Dave is a hard worker and a "main stay." Hope to see you at work soon, Dave.

HARRY CASTLE, of the Indianapolis *Sentinel*, writes: "Your book is a good one in all respects, and *the book* for your business."

BRO. GRANVILLE, of No. 25, writes us, stating that all is well and prospering there. Thanks for "Clip." We will not publish this one—will give you a better one later.

Rates, Mileage, &c.

Old Colony & Newport R. R.

Boston to Newport and return, 140 miles, \$2.00 per day; Boston to Fall River and return 98 miles, \$2.00 per day; Main Line and Branches, 80 to 100 miles, \$1.80 per day; freight, all trains, \$1.90 per day.

Boston & Albany R. R.

Boston to Worcester, 44 miles, and return, 88 miles, \$1.80 per day; Branches, 80 to 100 miles per day, \$1.80 per day; first year firemen receive \$1.60 per day.

Eastern Railroad.

Regular trains, freight or passenger, \$1.80 per day; shifting, \$1.60 per day; Shifting, \$1.65 per day; spare men, \$1.50 per day. Boston to Portsmouth, 112 miles per day. Main line and branches, 30 to 90 miles per day.

New York & New England R. R.

Boston to Willimantic, Ct., and return, 175 miles per day, 5 days a week; \$1.90 per day, six days a week—passenger trains.

Night freight, 86 miles, \$1.90 per day; Local freight, 75 miles, 1.90 per day; accommodation, passenger, 45 miles, \$1.90 per day; Accommodation, passenger, 35 miles, \$1.90 per day; shifting, \$1.25 per day; first year firemen receive \$1.50 per day; second year and after receive \$1.75.

As a general thing, men are obliged to work from 12 to 15 hours a day on the branch trains, and short trips.

Rate of wages on Morris & Essex Div. of D. L. & W. Ry.: Firemen, \$50.00 per month. Class of engines used, are the Dixon and Danforth & Cook. Mileage on passenger, \$6.00 per week; freight, \$4.00.

Atchinson, Topeka & S. Fe R. R.

Passenger—Atchinson to Topeka, 50 miles, \$1.90 per trip. Kansas City to Topeka, 66 miles, \$1.70 per trip. Topeka to Wichita, 162 miles, \$1.60 per 100 miles. Newton to Dodge City, 167 miles, \$1.60

per 100 miles. Dodge to Granada, Col., 130 miles, \$1.55 per 100 miles. Granada to Pueblo, Col., 137 miles, \$1.50 per 100 miles.

Freight—Kansas City to Topeka, 66 miles, \$1.70 per trip. Topeka to Emporia, 62 miles, \$2.10 per trip. Emporia to Newton, 75 miles, \$2.25 per trip. Newton to Dodge City, 167 miles, \$2.10 per 100 miles. Dodge City to Granada, 130 miles, \$2.25 per 100 miles. Granada to Pueblo, 137 miles, \$2.10 per 100 miles. Atchinson to Emporia, (through freight) 112 miles, \$2.10 per 100 miles.

BRO. J. W. RICHARDSON, Grand Warden, writes as follows:

"Our Lodge is doing well. We have had two of our brothers to bury since our organization, and we find our little Lodge is made up of Brothers who can withstand any discouragements which may befall us. I am, like other Brothers, devoting my leisure hours to the advancement of Sister Lodges, our Insurance, and MAGAZINE. Hope all Brothers of our beloved Order will try each month and place the Institution one notch higher in the quadrant of life, and by a little self-sacrifice we can soon hoist our banner as high as any labor Order. Will be pleased to see any of the Brothers in B. S. & I., at our meetings."

WM. TRENARY, Rec. Secretary of No. 22, says:

"No. 22 is flourishing, and wishes to return a vote of thanks to the officers and members of Anchor Lodge No. 54, for courtesies shown Bro. Devore, and securing a position for Bro. McVey; also to Bro. Lawrence Nichols of No. 44, at present residing at Denison, Texas, for courtesies shown brothers of No. 22, while visiting Texas and vicinity."

INFORMATION wanted of Bro. J. C. Spencer; last heard from on A. T. & Santa Fee Ry., at Pueblo, Col. Address, F. States, C. H. & D. Engine House, Dayton, Ohio.

WE would be pleased to hear from Bro. Wm. Blaine, of East St. Louis, occasionally through the columns of the MAGAZINE.

MANY BROTHERS.

Important Corrections.

I notice in the January number of the *I. F. U. Journal*, several letters supposed to have been written to Mr. Henry Hoppman. In one I notice that a party signing himself "Scrap Basket," says the officers of the B. of L. F. have been in Wilkesbarre, Pa., "playing dirty tricks again." Now, I being the instituting officer of this Order, must necessarily correct the statement. First, I was never in Wilkesbarre in my travels; second, the Lodge we organized at Ashley, Pa., was by the request of the firemen of the lines running in these, as their signatures to the application will show; third, if No. 46 of the I. F. U., at Wilkesbarre, embraces the engineers and firemen, with 34 men of the Central Railroad of New Jersey, and Lehigh Valley Ry., what do we represent, with 280 members on the line, with Lodges at Scranton, Ashley, Phillipsburg, Elizabeth, and Jersey City? For shame! to write such dirty slurs, mingled with falsehoods, under the title of "Waste Basket;" act the gentleman, and if you know aught of the officers or founders of the B. of L. F., speak it out; it is only the old story of clinging to a straw. I noticed also, no one of the I. F. U. is on the list of Lodges in their *Journal*. How strange! when they solicited and were given a charter, and became of the B. of L. F. Dec. 3d, 1876, and are now known as No. 58, Star Lodge, of Hoboken, N. J. As for their Lodge at Decatur, Ill., I must beg leave to correct their statement, for it is all wrong. I had the pleasure of being elected general manager of their ball which was given Nov. 28th, to raise sufficient funds to refit a hall and procure a charter of the B. of L. F. My accident has kept me from paying them a visit for that purpose as yet. "Sneezer" writes in the *Journal*, "a word to the wise, &c." Now, take that home, Brother Sneezer, and try and be a man; don't disgrace our craft by such unmanly acts; we all offer

you our sympathies, and though we never have furnished you fire paper, would be pleased to furnish you some, for you will need it. You will find your obituary written on all the fences along your line. I am surprised to see Mr. Hoppman, a locomotive engineer, acting as he does, when he should be cultivating a higher acquaintance with his brother engineers. He is trying to run a fireman's order. Better quit while you can save your reputation, and remember that we are all firemen. Though our Order does not sit well on your mind, don't discourage,—and above all, don't slur those whom you know not and their objects. You must admit, Bro. H., if you are running the Union out of *pure love for the firemen*, that we all come in for a share of it. If for *other* motives, why, I am free to state that at the present time, by the looks of our membership list, you aint making much progress.

W. N. SAYRE.

As we are having some difficulty in getting the *MAGAZINE* through the Post-office to subscribers, we hope our readers will be a little lenient with us until we can get the matter remedied, when we will satisfy all. Those who fail to get their books by the 8th of each month, will please notify us that we may re-supply them.

MANY persons who subscribe for the *MAGAZINE*, are under the impression that their subscription will date from No. 1; whether they received the first, second or third numbers, or not. This is a mistake. Each subscriber will get twelve books—his subscription running one year from the time of his receiving his first book.

NOTICE.—All locomotive firemen are hereby notified to look out for P. C. Fleming, who claims to be a member of Dayton Lodge, No. 6. He is a *first-class fraud*. He was last heard from at Springfield, Ill.

OFFICIAL.

To the Members of the Brotherhood of Locomotive Firemen.

BROTHERS:—We, whose lives are passed in a business so fraught with every danger, and having nothing to depend upon but our small salaries for support, with families who look to us for protection—not only to-day but to-morrow; and 'tis for us to provide while in the flower of youth and health, for their future after we are gone. It becomes each one's duty to make that provision at once, and how can we better do it than insure our lives, while we can; the cost of so doing with the yearly expense is but a trifle. I hear many say, "I can not afford it." I always ask, can you afford to support your family; this is only *theirs*, not your support, and for a trifle you can now give them, which after death 'tis impossible to do. The expense is in reality a household one, paid not for the provisions of to-day, but for those which are required some future day by our wives and children, who may suffer misery untold. Here let me urge upon you all to attend to this duty at once, and see that you make application for a policy. If you could realize the benefits as those whom have received from our hands the sums due on the policies of their deceased sons, husbands, and fathers, you would not wait a moment.

Now, let me prevail on you all to look this matter square in the face, and consider it a duty you owe to your family and yourself; also make it your business to talk it up to all Brothers of our Order; impress on their minds the responsibility that rests on them as fathers, sons, husbands, and brothers—without this, they will leave dependent upon a cold, uncharitable world, wives, children, and parents, near and dear, provided they make no provisions. We are apt to be taken off at any time, for our risk is extra hazardous; so do not let the cost weigh down the returns, which are at present a hundred fold

greater; your expense is nothing,—the widowed family gains everything.

Unmarried Brothers, who having no one to support, say, "Why, I have no one to leave my moneys to;" but let me here say that you may become totally disabled to ever fire or run an engine; you can then provide for yourself—no one else will. But if you belong to our Disability Department, you will receive one dollar from each member thereof; this will enable you to start in some little business for yourself, avoiding the County-House, and many other disagreeable points can be avoided; let me here ask, do you not throw away the cost of our Insurance *many times* in one year? think this over well. In conclusion, I will say that Wm. N. Sayre, our Secretary and Treasurer of Insurance, will furnish all blanks necessary, on demand of local agents.

Hoping you will deeply consider the importance of this request,

I am, yours truly,

J. C. BARNARD,
V. Pres't Ins. Co.,
Urbana, Ill.

NOTICE.—All MAGAZINE Agents will report to their respective Postoffices by the 10th of each month, if they have not received their numbers by that time. I have looked over Mr. Bennett's list of agents, and he has addresses correctly made out; any fault rests with the Postoffice Department and should be reported to me immediately.

WM. N. SAYRE.

BRO. L. L. PARKER JR., of Boston Lodge, writes us that he will have his list up to upwards of 150 ere long. This looks as though the Boston boys were after the banner.

BRO. ALBERT A. KILBORN will act as assistant to Bro. Parker, of Boston, in securing subscriptions to the MAGAZINE. You are doing well, Bro. Kilborn, go on.

Answers to Queries.

When an engine is reversed her cylinders act as two powerful air pumps, forcing the pressure into the dry-pipe, with sufficient force as to throw the throttle open, providing she has a balanced valve throttle.

In answer to the other, the reason the packing blows at the front end of a cylinder more than at the back while taking steam, is, according to my idea, that the piston takes up so much space, and therefore there is not as much room left for steam; consequently there is not the same amount of steam in the back end of a cylinder as in the front end.

GATE CITY.

To W. LARUE, OF No. 14.—I claim that when the engine is running, and the reverse lever placed in the reverse motion, that the cylinders are the same as two pumps working in opposite directions, which gathers a suction of air that is formed into what is called vacuum, which pressure soon becomes heavier than the pressure in the boiler, and the pressure being direct to the throttle-valve it must open.

In a back number, it was stated that the pressure in the cylinder never exceeds two-thirds the boiler pressure; in this case it certainly does.

W. E. NICHOLS,
Great Western, No. 4.

Having seen the question in the MAGAZINE asked by "R. V. D.," I will not undertake to answer it, but would like to make a few remarks on the answer as given by "Indianapolis," who claims that it is the "dropping of the link," which causes the reverse lever to go ahead when the latch is raised, and the engine running reversed.

If he will take notice that when the engine is standing still, with the lever in back gear, then the link is up; but if he raises the latch the lever will not go ahead, which it ought to, if it was caused by the

dropping of the link. Then let him take the same engine and run her backwards at the rate of ten or twelve miles per hour and reverse her—he will find that the lever goes back accordingly. Does the "dropping of the link" cause it in this case? Not by any means, for the link raises up instead of lowering. I think if "Indianapolis" looks over it again he will find he is far from right.

AMATEUR,
Deerpark Lodge, 1.

ANSWER TO SPRINGFIELD, ILL.—Follower heads and piston occupies more room in back end of cylinder than in front, as packing is set in front end of follower.

MANY.

Queries.

I wish to ask a question and wish an answer from Brother G. W. Heidenthal, of Port Jervis, N. Y., as I know him to be perfectly qualified so to do. "What makes the reverse lever jump and rattle in the quadrant of some engines, when there is no lost motion?" This question is asked to gain information.

C. B

At what part of the exhaust is the expansion the greatest?

When the inside lap and lead are given how do you find the outside lap.

SCOOP-SHOVEL.

When will an engine use the most water? in running fifteen miles in an hour, or in running fifteen miles in fifteen minutes.

R. V. D.

When running an engine along at the rate of ten or twelve miles per hour, with light throttle, and at full stroke, and you cut her off to six or eight inches, she increases her speed; or when running her in the cut-off and you put her down to full stroke, she decreases her speed; what causes it?

AMATEUR,
Deerpark Lodge, No. 1.

On July 8, 1875, and attempt was made to rob the Express train on the Vandalia road, at a place called Long Point, between St. Louis and Indianapolis, during which engineer Eames, a faithful man, was shot by the robbers. The affair has remained a mystery as to who committed the robbery until the 28th of February, when it was discovered that the parties involved in the robbery were a man by the name of St. Clair, a keeper of a house of prostitution in Terre Haute, Ind., Bud Shoemaker, Sam and Alexander Cawthorne (colored), Billy Carr and Jennie Osgood. They were arrested on evidence which seems sufficient to convict them of the crime. The first clue to the matter was obtained by an inmate of the house kept by St. Clair, who overheard a conversation relating thereto. They were all arrested and taken to Prairie City, Ill., where they will be brought to trial.

BRO. MAURICE COLLINS, of Rose City Lodge, No. 45, was killed on the morning of February 14th, by his engine leaving the track, near Jacksonville, Ark. Bro. Collins was a faithful and honored member of the B. of L. F., and his loss all members will mourn.

WITH this number of the MAGAZINE we expected to commence the publication of portraits of Master Mechanics, together with a biographical sketch of same, but we deem it best to withhold those which we have prepared, for a few issues.

BRO. U. M. GARNER, who runs Engine 162 on the C. C. C. & I., in bragging of the speed of his engine, says she has run eight miles in nine minutes, and can beat that time all hollow. You all know Garner.

THE St. Louis, Lawrence & Western Railroad was sold under the hammer on the 23d of February, for \$200,000. Frank Morrison, of Boston, was the purchaser.

Big Work.

From October 1st, our worthy Grand Secretary and Treasurer, Wm. N. Sayre, has organized up to the date of his accident, Dec. 25th, eight Lodges; also visited Nos. 2, 3, 6, 11, 12, 23, 25, 30, 35, 40, 49 and 50. Since Feb. 3d, he has visited Lodges Nos. 5, 9, 10, 13, 17, 20, 22, 23, 24, 27, 29, 34 and 46, and has some eight or ten more Lodges on hand to organize. When we consider that Bro. Sayre has been a cripple for seven weeks, and has made over 10,000 miles and visited twenty-four of our Lodges, we can not help exclaiming: "Well done, &c."

BRO. CHAS. McELVOY, of No. 56, Topeka, Kansas, a new Lodge that started with twenty-one members, sends, for fifty-six MAGAZINES—just the number of his Lodge. This certainly is a great credit to Bro. McElvoy, and shows that he is an energetic worker in the cause. He says: "All Brothers in good standing coming this way, will be kindly received."

THE Winona & St. Peter Railroad Company are arranging to burn coal on locomotives between Waseca and Winona. Ten locomotives are being changed from wood burners. The company estimate the saving at twenty per cent. on the present cost.

BRO. WILL. ACHEY, of No. 26, writes us that the "J. W. Thomas" is in a prosperous condition, and the boys are happy. Bro. Achey is the MAGAZINE Agent for No. 26, and in a recent letter he says: "Lookout for a big list of subscribers from No. 26."

WE would be pleased to hear from the poetical man of No. 53 again. The poem you sent us was excellent, and we hope you will not fail to have another for the April number.

OUR DEPARTED BROTHER.

BY W. B. NICHOLS.

[To the memory of Brother Wm. Nicholson, who died at Meadville, Pa., January 16th, of inflammation of the lungs,—a member of No. 4.]

Farewell, dear brother, fare thee well,
Though we are oppressed with gloom,
And saddest thoughts in our bosom run,
As we mourn the sad loss of our Bro. Nicholson.

Farewell, again we say farewell,
For anguish fills our souls,
The tears we shed in silence come,
As we mourn for our departed Bro. Nicholson.

Alas! we mourn in saddest gloom,
Our Brother laid within the tomb;
His sudden exit strikes us dumb.
As we think of the loss of our Bro. Nicholson.

The chain fraternal, though unseen,
Has lost a link of noblest mien;
Though God, the Grand Master, is the one
That has taken in his arms our Bro. Nicholson.

At midnight's cold and dreary hour,
God's holy will and mighty power,
Caused from earth a soul to come—
'Twas the soul of our beloved Bro. Nicholson.

Our Brother has gone from this world of sin,
He has passed through the valley of death;
And for himself a crown has won,—
Our Financial Secretary, Bro. Nicholson.

Oh, happy soul, what joy is thine,
Where golden lights forever shine;
Upon the Savior's princely throne,
Sits our departed one, Bro. Nicholson.

Our charter is draped in mourning,
Also the Brothers, every one,—
Our last tribute to the one that's gone,
Our dear beloved Brother William Nicholson

OBITUARIES.

BRO. MAURICE COLLINS died from effects of injuries received while in the discharge of his duties, on the morning of Feb. 14th.

At a special meeting of Rose City Lodge, No. 45, B. of L. F., held in their hall on the evening of Feb. 17th, 1877, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the Allwise Creator and Ruler of the Universe to remove from our midst our beloved Brother, Maurice Collins. We bow in humble submission to the will of the Grand Master, whose providence is based upon infinite wisdom. Our beloved Brother, Maurice

Collins, was killed by his engine leaving the track near Jacksonville, Ark., at 2 o'clock on the morning of February 14th, 1877, while faithfully performing his duty as fireman of the night Express train No. 1, bound south, on the line of the St. L., I. M. & S. B. R. Therefore be it

Resolved, That in his sudden and unexpected death, we are admonished of the uncertainty of life and the certainty of death, which must sooner or later overtake us all, and that it behooves us all to prepare for the summons which at any moment may call us from time to eternity.

Resolved, That in his death this Lodge has lost a valuable member, and that we sympathise with the bereaved mother, sisters and brothers, in the loss of a kind brother and loving son.

Resolved, That the charter of this Lodge be draped in mourning for the space of thirty days, in token of our respect to the memory of the deceased

Resolved, That a copy of these resolutions be presented to the mother of our deceased brother, and that they be published in the B. of L. F. MAGAZINE, and the papers of Little Rock, Ark., and Poplar Bluff, Mo.

M. W. CAMPBELL,
THOMAS POPE,
JOSEPH SCHELLHORN,
WALTER M. BARRETT,
Committee.

At a special meeting of Great Western Lodge, No. 4, B. of L. F., the following preamble and resolutions were adopted:

WHEREAS, The members of this Lodge are called upon for the first time to drape their lodge room in mourning, it having been the will of Divine Providence to call from our midst our beloved companion and brother, and the Lord has taken him away that we might realize in our bereavement the duties of all flesh, that of so living that when our Heavenly Father calls us home we shall go in peace.

Resolved, That we feel it a duty devolving upon us to manifest the sorrow we feel for the loss of a Brother, whose memory will be ever dear to the hearts of every member of Lodge No. 4, B. of L. F.

Resolved, That by the death of Bro. Wm. Nicholson, the Brotherhood has lost a true and valued member, his associates a firm friend and genial companion, the railroad officials a faithful and trustworthy fireman, and the family a kind husband and father, son and brother.

Resolved, That we condole with the relatives and friends of the deceased, and especially to the desolate wife and children would we extend our heartfelt sympathy on this sorrowful occasion, assuring her that he was loved and honored as a man and brother by his fellow-firemen.

Resolved, That as a token of respect for our deceased Brother, that our charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be presented to the family of the deceased, and published in the B. of L. F. MAGAZINE, and the Meadville Weekly Republican.

JNO. F. HUFFMAN,
ED. S. HARRINGTON,
WM. H. MAXWELL,
Committee.

BLACK LIST.

EXPELLED.

No. 3.—C. W. Wilde, L. G. Ingersoll,
W. H. Black, J. R. Stillwell, W. F. Ely.

No. 4.—Preston Van Riper.

No. 25.—N. W. Allen, Thos. Colbert.

REJECTED.

No. 7.—Moses Halderman.

No. 46.—Patrick Fanning.

Grand Lodge Officers.

W. R. WORTH.....Grand Master,
Brookfield, Mo.
JOHN BRODERICK.....Vice Grand Master,
Hornellsville, N. Y.
WM. N. SAYRE.....Grand Sec'y and Treas.,
Indianapolis, Ind.
J. W. RICHARDSON.....Grand Warden,
Louisville, Ky.
C. W. BULLIS.....Grand Conductor,
Grand Rapids, Mich.
J. W. SINCLAIR.....Grand Inner Guard,
Phillipsburg, N. J.
L. M. HOLLOWAY.....Grand Outer Guard,
Pittsburg, Penn.
JAMES HUNT.....Grand Marshal,
East St. Louis, Ill.
MARION BARNHILL.....Grand Chaplain,
Indianapolis, Ind.

Grievance Committee.

W. R. WORTH.....Chairman.
J. BRODERICK.....Assistant Chairman.
WM. N. SAYRE.....Secretary.
M. B. Farkington.....North Platte, Neb.
F. B. Alley.....Louisville, Ky.
W. C. Byers.....Cedar Rapids, Iowa.
Jas. Gorman.....Oswego, N. Y.
Geo. W. Heidenthal.....Port Jervis, N. Y.
J. C. Barnard.....Urbana, Ill.

Officers of Insurance.

G. W. Heidenthal, Pres't.....Port Jervis, N. Y.
J. C. Barnard, Vice-Pres't.....Urbana, Ill.
Wm. N. Sayre, Sec. & Treas.....Indianapolis, Ind.

Finance Committee.

Jno. M. Ostman, Chairman.....Indianapolis, Ind.
Charles Bond.....Indianapolis, Ind.
W. LaRue.....Indianapolis, Ind.
C. T. Ritchie.....Urbana, Ill.
Robt. Ebbage.....Terre Haute, Ind.

Executive Committee.

O. W. Cutler, Chairman.....Providence, R. I.
M. Fritz.....Buffalo, N. Y.
J. A. Shufelt.....Buffalo, N. Y.
D. E. Elliott.....New York City.
H. H. Clapp.....Galesburg, Ill.
W. C. Byers.....Cedar Rapids, Iowa.
R. V. Dodge.....Chicago, Ill.
J. S. Beach.....Detroit, Mich.
J. Bragg.....Little Rock, Ark.
M. W. Campbell.....Little Rock, Ark.
G. C. Whittecar.....Scranton, Pa.

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Friday evening at 7:30.
J. B. Fisher.....Master
F. M. Fritz.....Vice Master
E. G. Medrick.....Rec. Sec'y
M. Gould (Box 732).....Insurance Agent
L. D. Miller.....Magazine Agent
2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. E. Hall, on Main st.
H. D. Foster.....Master
J. E. Donevan.....Rec. Sec'y
H. W. Plummer.....Insurance Agent
3. JERSEY CITY, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove st., every Thursday at 8 p. m.
E. W. Davis.....Master
W. F. Derby.....Rec. Sec'y
Chas. Vallaur.....Insurance Agent
Morris & Essex Eng. House, Hoboken, N. J.
4. GREAT WESTERN, at Meadville, Pa. Meets 2d and 4th Sundays, at 7:30, at M. and B. Hall, Water st.
K. D. Cobb.....Master
J. F. Huffman.....Rec. Sec'y
L. Williamson.....Insurance Agent
Samuel Quackenbush.....Magazine Agent
5. UNION, at Galion, Ohio.
A. Jenkinson.....Master
C. Bennett.....Rec. Sec'y
V. Schull.....Insurance Agent
Chas. Bennett.....Magazine Agent
6. DAYTON, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow sts., first Sunday of each month.
Frank States (19 Zeigler st.).....Master
J. C. McCutcheon.....Rec. Sec'y
Chris. Sweetman.....Insurance Agent
Chris. Sweetman.....Magazine Agent

7. SCRANTON, at Scranton, Pa. Meets every Sunday at Engineers' Hall.
M. Moran.....Master
S. D. Schooley.....Rec. Sec'y
G. C. Whittecar.....Insurance Agent
S. D. Schooley (Box 37).....Magazine Agent
8. JACKSON, at Vincennes, Ind.
F. N. Schooley.....Master
W. P. Huffman.....Rec. Sec'y
9. FRANKLIN, at Columbus, Ohio.
J. W. Tamplin.....Master
J. Q. Glem.....Rec. Sec'y
10. CLEVELAND, at Cleveland, Ohio.
D. T. Henderson.....Master
A. C. Burke.....Rec. Sec'y
D. T. Henderson.....Insurance Agent
C. C. C. & I Engine House.
11. EXCELSIOR, at Phillipsburg, N. J. Meets every Sunday at Engineers' Hall.
O. Kidney.....Master
G. Williams.....Rec. Sec'y
W. Keechline (Box 136).....Insurance Agent
12. BUFFALO, at Buffalo, N. Y.
J. W. Aylesworth.....Master
A. L. Jacobs, 643 S. Division st.....Rec. Sec'y
J. H. Crossman.....Insurance Agent
633 Swain St.
13. MISSISSIPPI VALLEY at East St. Louis, Ill. Meets 2d and 4th Sundays of each month.
Geo. McGarrahan.....Master
J. L. Benedict.....Rec. Sec'y
Jas. H. Hunt.....Insurance Agent
14. EUREKA, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington st.
Jas. McGintey.....Master
M. Barnhill, Bee Line Shops.....Rec. Sec'y
Wm. Hugo.....Insurance Agent
M. Barnhill.....Magazine Agent
15. PACIFIC, at St. Louis, Mo.
Thos. Flaherty.....Master
Jas. Clough, 3012 Sarah st.....Rec. Sec'y
J. D. Rogers.....Insurance Agent
Box 80, Chamois, Mo.
W. Sherwood.....Magazine Agent
16. VIGO, at Terre Haute, Ind.
Robert Ebbage.....Master
J. Snaveley.....Rec. Sec'y
Wm. Davis (Box 522).....Insurance Agent
17. LEACH, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
M. Morgan.....Magazine Agent
18. FRIENDSHIP, at Ft. Wayne, Ind.
B. F. Cooper.....Master
(P., Ft. W. & C. Eng. House)
F. Snyder.....Rec. Sec'y
(P., Ft. W. & C. Eng. House)
J. R. Anderson.....Insurance Agent
(P., Ft. W. & C. Eng. House.)
Ferd. Snyder.....Magazine Agent
19. HOPE, at Alliance, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
Wm. Mazor.....Magazine Agent
20. WESTERN STAR, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
O. D. Pratt (Box 588).....Insurance Agent
21. INDUSTRIAL, at South St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Insurance Agent
22. CENTRAL, at Urbana, Ills.
J. C. Barnard.....Master
Wm. Trenary.....Rec. Sec'y
M. W. Dwyer.....Magazine Agent
23. LOUISVILLE, at Louisville, Ky. Meets every Sunday.
Frank B. Alley (286 Wengel st.).....Master
A. Slusser.....Rec. Sec'y
(Hotel cor. 9th and Broadway).
J. W. Richardson.....Insurance Agent
(No. 25 Bullard Street).
J. W. Richardson.....Magazine Agent
24. H. G. RUST, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
W. E. Brewer (Lock Box 550).....Insurance Agent
Miles Grosvenor.....Magazine Agent
25. PROVIDENCE, at Providence, R. I. Meets every Monday night at Engineers' Hall.
A. P. Green (Box 1052).....Master
H. C. Howard (81 Smith st.).....Rec. Sec'y
A. P. Green (Box 1052).....Insurance Agent
E. H. Sanford (Box 1052).....Magazine Agent
26. J. W. THOMAS, at Nashville, Tenn. Meets 1st and 3d Sunday in each month, at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey (cor. W. Gay & Hines sts) Rec. Sec'y
Will Achey.....Magazine Agent
27. HAWKEYE, at Cedar Rapids, Ia.
F. A. Davis.....Master
E. D. Eckman.....Rec. Sec'y
Ed. L. Day.....Insurance Agent
28. ELKHORN, at North Platte, Neb.
H. J. Clark.....Master
J. E. Phillips.....Rec. Sec'y
H. J. Clark.....Magazine Agent
29. H. CHAMPION, at Ft. Gratoit, Mich.
J. A. Robertson.....Master
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Fort Gratoit, Mich.
30. HARMONY, at Susquehanna, Dep.
Jas. Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent
31. FORT CLARK, at Peoria, Ill.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. AMERICUS, at Grand Rapids, Mich.
Charles Jewell.....Master
George H. Scott.....Rec. Sec'y
33. CECIL FLEMING, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
J. Jones.....Magazine Agent
34. ORCHARD CITY, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y

35. WASHINGTON, at Lafayette, N. J.
J. C. Cline (142 Marshal St.).....Master
A. C. Schenck (120 Broadway).....Rec. Sec'y
F. Wynkoop (Somerville, N. J.).....Magazine Ag't
36. TIPPECANOE, at Lafayette, Ind. Meets every Sunday at 2 p. m., at Engineers' Hall.
Albert Colgrove.....Master
J. H. Brewer.....Rec. Sec'y
Fred Morely (192 Union St.).....Insurance Agent
J. Quaco.....Magazine Agent
37. MOUNTAIN CITY, at Altoona, Pa.
D. S. Long.....Master
J. Stonebraker.....Rec. Sec'y
F. J. Stone.....Insurance Agent
J. H. McMurray.....Magazine Agent
38. KEY STONE, at Pittsburgh, Pa. Meets in Engineers' Hall, cor. Bidwell & Penn Av.
D. Larned (1038 Penn Ave.).....Master
Burt E. Gove (161 Franklin Ave.).....Rec. Sec'y
Burt E. Gove.....Magazine Agent
39. NORTH STAR, at Austin, Minn.
H. E. Day.....Master
J. J. Burns.....Rec. Sec'y
Wm. Chambers.....Magazine Agent
40. BLOOMING, at Bloomington, Ill.
Cas. C. Hotchkiss.....Master
James Martin.....Rec. Sec'y
T. O'Neil.....Insurance Agent
Chas. C. Hotchkiss.....Magazine Agent
41. FOX RIVER, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
G. L. Cummings.....Magazine Agent
42. MISSOURI VALLEY, at Sedalia, Mo.
R. S. Sullivan.....Master
C. Schernowkic.....Rec. Sec'y
R. S. Sullivan.....Insurance Agent
L. D. Palmer.....Magazine Agent
43. ST. JOSEPH, at St. Joseph, Mo.
L. Mooney.....Master
Robt. Yopst.....Rec. Sec'y
James Harwood.....Insurance Agent
44. RELIABLE, at Brookfield, Mo.
R. Cheney.....Master
W. R. Worth.....Rec. Sec'y
W. R. Worth (Box 13).....Insurance Agent
45. ROSE CITY, at Little Rock, Ark. Meets in Engineers' Hall, cor. Main and Second sts., every Sunday at 2:50 p. m.
M. W. Campbell (L. Box 648).....Master
Wm. Barrett (L. Box 648).....Rec. Sec'y
Joseph Schellhorn.....Insurance Agent
46. CAPITAL, at Springfield, Ill. Meets every Wednesday night at Engineers' Hall.
J. Mahoney.....Master
Jos. Henry.....Rec. Sec'y
L. Wisman.....Insurance Agent
1201 West Chestnut St.
J. H. Sincebaugh (524 Ninth st.).....Magazine Agt.
47. TRIUMPHANT, at Chicago, Ill. Meets 2d and 4th Mondays in each month, at 7 p. m., in Railroad Chapel.
R. V. Dodge (No. 12, 16th st.).....Master
P. G. Eich (65 E. Polk st.).....Rec. Sec'y
P. Furlong.....Insurance Agent
48. AMICITI, at Harrisburg, Pa.
Wm. Stiner (650 Broad st.).....Master
L. B. Clemson.....Rec. Sec'y
49. SPRINGFIELD, at Springfield, Mass.
H. C. Davis.....Master
C. O. Mansus.....Rec. Sec'y
C. O. Mansus.....Insurance Agent
C. O. Mansus.....Magazine Agent
50. NEW YORK CITY, at New York. Meets 1st and 3d Sunday mornings, and 2d and 4th Saturday nights in each month, at 869 Second Avenue.
H. J. Heddon (616 Lexington Ave.).....Master
H. E. Pepper.....Rec. Sec'y
L. J. Park (211 E. 46th st.).....Magazine Agent
51. FRONTIER CITY, at Oswego, N. Y.
A. L. Baldwin.....Master
Burt Lewis.....Rec. Sec'y
M. Gorman.....Magazine Agent
52. GOOD WILL, at Logansport, Ind.
C. D. Cool.....Master
M. Wallace.....Rec. Sec'y
C. D. Cool.....Magazine Agent
53. FIDELITY, at Sunbury, Pa.
Jno. Pittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y
54. ANCHOR, at Moberly, Mo. Meets 1st and 3d Sunday in each month at I. O. O. F. Hall.
Frank P. Wilcox (L. Box 580).....Master
J. Hyndman.....Rec. Sec'y
J. A. Chapman.....Insurance Agent
F. Wilcox.....Magazine Agent
55. BLUFF CITY, at Memphis, Tenn. Meets every Sunday at 2 p. m. at Engineers' Hall, Adams st.
P. Powers.....Master
O. B. Hanes.....Rec. Sec'y
56. TOPEKA, at Topeka, Kans. Meets in Engineers' Hall.
Geo. Scott.....Master
J. R. Goem.....Rec. Sec'y
Chas. McElvoy.....Magazine Agent
57. BOSTON, at East Boston, Mass. Meets 1st and 3d Sundays of each month, at 10:30 a. m., and 2d Wednesday at 7:30 p. m., in Engineers' Hall, 47 Hanover st.
L. L. Parker, Jr.....Master
(70 Cambridge st., E. Cambridge, Mass.)
B. F. Dean (Box 64, F. Boston).....Rec. Sec'y
58. STAR, at Hoboken, N. J. Meets every Sunday at 2 o'clock, and 4th Thursday of each month, at No. 27 Washington Terrace.
E. Sturges.....Master
B. P. Bullock (91 1/2 Garden st.).....Rec. Sec'y
59. ASHLEY, at Ashley, Pa.
.....Master
A. S. Detro.....Rec. Sec'y
A. S. Detro.....Magazine Agent
60. At Philadelphia, Pa.
61. MINNEHAHA, at St. Paul, Minn.
R. Peel.....Master
W. Hubbs (St. P. & P. R. R Shops).....Rec. Sec'y
R. Peel (183 Exchange st.).....Magazine Agent
62. At Brookfield, Kan.
63. At Brockville, Ont.

THE BROTHERHOOD MAGAZINE.

DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN

Vol. 1.

APRIL, 1877.

No. 5.

BACKING OUT.



THE following very interesting incidents of early rail-roading on the Pacific Railroad, we take from the *Kansas City Times*:

"Talking about wild runners, boys, I'm a firm b'liever in wildness under some circumstances. (George Gooch, set 'em up for two rounds; I'm in for it.) But I'll tell them as don't think a man don't get wild under excitin' circumstances that they don't know what it is to throw a lever or pull a throttle on the plains, or in the Rocky Mountains." The old man who made the above speech was a little, wiry, positive old fellow, just come from a night run on the Kansas Pacific, and who had turned over his locomotive to his fireman, and turned into the "Broad Gauge" for a little fun. He emerged from the little back room after the second game of "pitch" in the height of a dispute with a red-faced, bronzed engineer, or runner from another road. They were attired in short pilot coats and striped cotton shirts, and their companions were two men, only remarkable by their wearing boiled shirts. After taking one of the two rounds called for, the old man continued, "I've allers been opposed to the doctrine that a good steady runner couldn't go mad and I would have stood out on that

pint, rain or shine, to the last, if it hadn't been for a run I onct made while I had a kettle on the U. P. You see, I was one of the boys as struck on the Michigan Southern on the big strike, just after the war, and lit out for the West. In them times we had some queer ideas of this Western run. It was nothing less than \$10 a day, forty acres of land, and the pick of the best land west of the Missouri as a homestead, not to speak of corner lots and other little pickings laying around loose in new town sites on the line of these roads.

"Well, as I was saying, I come out West here when the strike was made, and lay about mor'n a year afore I got a show. There was a feller in charge of the shops at Omyha, who worn't in good standin' on the rail, who shut down on all straight boys, speshially strikers. But one day, while I was at work in a mill in Omyha, I got notice from George Leffins to meet him that night at the Herndon House. George was a good boy as had been firin' for me on the Southern afore the strike. He came West with me, and when we couldn't get no show, and being out of stamps, George he goes into a store—for George he was from Elkhart, Injeany, and was a good scribe and a rattlin' talker, he was. I seen George at the Herndon, and George he says as how there was a change in the U. P. shops, and a new deal all round, and as how he had friends there, and how he could

get me a run if I'd try to get it. So I went with George next day to the new boss, and got a kettle just ordered out on the west division. Of course I took George Leflins along when he asked me to go, but I told him not to go, for he was doin' well off the road. We went out to Cheyenne with a new Baldwin machine, and was put on the run to the summit for a time. But one day we got orders to hook onto a special to run through to Laramie. This was out of our run, but I took the detail at onet jist to get out of the extra run, and George he was as glad as I was for the chance. George, poor boy, he was always hankerin' after something new, and this new order tickled him mightily. And so when the special come in—it was two coaches and ten flats, loaded with iron and ties; the road worn't built through then. We hooked on and started out with 130 on the steam dial, and four full gages of water. We got a boost up the grade as far as the summit, and then we went on nicely with about 110 on the gage. George, who had been lookin' out on his side of the cab for about half an hour, every onet in a while chuckin' a little of the diamonds to keep hern warm, all at once, just as we got to Red Buttes, he hollered out, "There's a slide ahead, Jim!" "Whar?" said I. "Thar," said he, running to my side of the cab, and sure enough, just as we come round a curve, which, George being on t'other side, seed fust, I seen a somethin' on the track. It war about half a mile ahead, an' I seed men a runnin' away up the side of the cut in the side of the bank. In course I down'd brakes at onet, and plugged her, but it seems as we only had a conductor and a workin' gang on board, so we couldn't pull up as quick as might be with a full crew. George he seen how it was, and jumped over the tank an' set two brakes on the fust car, which was loaded with iron. Poor George! I never forget that boy. He was a brave one, he was. (Gooch, set up that other round; it's mine.) Well, as I was saying, the brakes was sot, and we stopped just about a hundred yards from the pile on the track. Just then the rocks and brush all

around us burst out with bullets and yells. Then I seen how it was. It was Injuns. George he was on the flat next back of the tank, an' he hollered, "Jim, give her steam." I pulled her out and reversed her, an' gave her all I had, which was about 110, and just as I got started back, George he hollered, "We're blocked behind, Jim." Then I looked out of the cab—I got a shot right here on my neck, which kind o' paralyzed me; but I kept on my board. Another shot hit me here in my shoulder, when I tumbled. Just then George climbed over the tank and came into the cab and threw over the lever an' give her steam. I hollered to him to shut off, but the boy, he appeared to be wild. I tried to get up but couldn't.

"The shootin' kept up and I thought we war gone. He hadn't thrown over the lever in time; the two coaches loaded with work-hands war on the obstructions piled in the rear, and off they went, and we come to a dead stop. The Injuns paid no attention to us, but made for the coaches. I don't know how long it was, but I seen that boy George go out of the cab. I was lyin' on the foot-board bleeding like a pig, then I seen George come back an' pull her wide open agin, an' in another minute we were jist a flyin' ahead. The No. 32 never did jump as it did just then. In another minute there was a terrible smash; it seemed like we had struck a mountain. But that boy I seen standin' there with one hand on the throttle valve, t'other on the lever, an' she war hooked clar down. His eyes war wild, an' he stood lookin' at nothing 'cept ahead. I tried to get up, but I was cut so bad I seemed to have no strength. I called George, but he paid no attention. I know'd we war cut loose from the train, but that was all I knew. But, boys, if ever you seen a wild runner, you never seen such a one as that boy, George Leflins. Poor George, I never thought he was hurt, but he was. An' there he stood on my board, holdin' on to the lever and bleedin' to death. He run the machine into Lar'mie, but hadn't strength to set a brake. He shut her off all right, but

as this was his first trip over the road, he didn't know where to ease off. So, as I was sayin', we run clar through Lar'mie City, and stopped about a mile beyond, where the section men came aboard, and seein' both of us bleedin' so bad, took the kettle back to town. Poor George! he never lived to know what he had done. He war dead afore he was took down out of the cab. He wor shot through the body while unhookin' the machine from the train, but climbed on board agin and run through the pile of logs laid on the track, and run clar to Lar'mie. The coaches war burned, but most of the men escaped into the hills; only about ten war hurt out of fifty or sixty. But when you talks about wild runners, I allers think of that 'ere boy, George Leflins, on the U. P. Gooch, let's have another round."

The Brakeman's Story.

"Yes, sir," said the brakeman, as he stood by the stove warming his numbed hands after coming in from braking, "people think, as they sit in their warm seats and only hear us call out the different stations, that we have a nice, soft, easy time. But we know better. Imagine yourself out on a flat car all night, with the snow dashing in your face, your hands on a cold iron brake, and think if that's easy; or up on top of a freight car, running along, the wind cutting like a knife, dark as pitch, and watching for fear you may rush suddenly under a bridge and be swept off, and perhaps be left to die in the snow. Is that easy? Does that look like a soft job? To be sure, when we are transferred to passenger cars the work is nice enough, but the dangers we have to go through (for we generally have to go on freight cars first) entitle us to something better on a passenger car, and we ain't sorry when we get orders to take the head end of a regular train.

"There are very few brakemen who can't tell never-to-be forgotten incidents connected with their life on the rail. To explain, let me tell you a story from my own experience. I remember one night, it was

fearfully cold, right in the middle of winter, and snowing hard. I was breaking in the middle of a freight train. It was running along on slow time that night, and we were about two or three miles from the station. I was standing by the brake of a flat car, trying to get warm by stamping, wishing we were at the depot, so that I could go back to the caboose out of the bitter cold, when suddenly I heard the train bumping and jumping as if a wheel had broken, and I knew something was wrong. The whistle blew for brakes, and in a mighty short time we had the train stopped.

"With the rest of the men I went back to see what was the matter, thinking that I might get a chance at the stove, for I was nearly frozen. Going back 300 feet, we found that one of the rails had got loose and was out of place, but as we were going slowly we had run over the spot safely. Our conductor looked up, and, seein' me, said:

"Jim, get back and signal the passenger train. 'She will be along in a short time now: and take this,' he said, handing me a red-light lantern: 'We'll go on. You can come on with the other train.'

"With that all hands got on board, and soon there was nothing but me and the lantern left.

"A cold gust brought me to myself with a quick turn, and then I remembered what I had to do. Holding the lantern up, I saw that the light was flickering, and shaking it, I found it almost empty. Then I began to feel the responsibility of my position; a lump with no oil in it; the train due in ten minutes with the chances of its being thrown off the track, and no telling how many poor people killed or wounded. In a case of that kind, sir, even a brakeman will do his best to save human life, although he sometimes loses his own in the attempt; and all he gets for it, is having his name in the paper, and being called a brave fellow.

"Quicker than I can tell, I made up my mind that the train must be signalled, lamp or no lamp. But how to do it was the question. If I ran ahead without a light the engineer might think I wanted to stop

the train for robbery, for such things have been done, you know, and would not only dash on harder than before, but, may be, try to scalp me as the locomotive rushed by. I tell you I felt like praying just then; but brakeman are not selected for their religious feelings, so I didn't pray much, but looked around and saw a light shining in a window some distance off. I laid down my lantern carefully on the track, made a bee line for the house, and soon brought a woman to the door, who looked more frightened than I was, at my excited appearance. It was useless to ask for sperm oil, (the only kind we use) so I cried out:

"For God's sake, get me some straw."

"She seemed to realize the position, and quickly brought a bundle. Feeling in my pocket I found three matches, and, grabbing the straw, I made my way back to the track.

"Laying the straw between the rails I lit a match and shoved it into the bundle. It flickered an instant, and then went out. I felt and found the straw damp. Just then a dull, faint, rumbling sound came down on the wind, and I knew she was coming; the train would soon be there. I struck the second match and touched off the straw—a blaze, a little smoke, and it was dark again, and raising my eyes I saw the headlight away in the distance. But trains don't crawl, and a buzzing along the rail told me to be lively. The red light was burning but faintly; five minutes more and it would go out. For an instant I stood paralyzed, when a shrill whistle from the engine brought me to my senses, and I saw that within two minutes she would be there. Seizing the lantern with one hand I struck the last match, and bending down laid it carefully inside the straw, and then dashed forward, waving the red light. The glare from the headlight shone down the track, and the engineer saw me, but did not notice the red light—the sudden waving had put it out—only screeching he came right on. When the train was almost upon me I jumped to one side, and—slinging the lantern over my head I dashed it straight into the cab. The

engineer saw the lamp as it broke on the floor, and seeing the red glass and battered lantern, whistled the danger signal and tried to check up.

"Looking down the track I almost screamed with excitement. The last match had found a dry spot, and the straw was blazing up brightly. The train came to a standstill; she was saved; that's all I remember.

"The next I knew I was in the baggage car. They said they found me lying by the train in a dead faint, and—excuse me, we are going to stop now."

"Stanford!" he sung out. The train stopped and the writer went home, satisfied that a brakeman's life is an exciting one. — *Wilkesbarre Leader.*

ASHTABULA.

The Verdict of the Coroner's Jury.

The coroner's jury in the case of the Ashtabula bridge disaster, on March 8th, returned the following verdict:

After visiting the scene of the accident, viewing the bodies and hearing the testimony of witnesses, we do find as follows:

First—That at about 7:30 o'clock on the evening of Friday, December 29th, 1876, the iron bridge on the railroad of the Lake Short & Michigan Southern Railroad Company, spanning Ashtabula Creek, near Ashtabula Station, on said railroad gave way under the two locomotives and express car forming the forward part of the West-bound passenger train on said railroad, known as No. 5, and fell as the leading locomotive passed on to the west abutment, leaving a chasm about sixty feet in depth between the abutments of said bridge, into which the baggage and passenger cars in said train, following said express car, were precipitated.

Second—That in their fall the cars were partially destroyed by crushing, and their destruction was completed by a conflagration immediately following, kindled by fire from their stoves.

Third—That the fall of the bridge

was the result of defects and errors made in designing, constructing and erecting it; that a greater defect, and one which appears in many parts of the structure, was the dependence of every member for its efficient action upon the probability that all, or nearly all the others would retain their position and do the duty for which they were designed, instead of giving to each member a positive connection with the rest, which nothing but a direct rupture could sever. The members of each truss were, instead of being fastened together, rested one upon the other, as illustrated by the following particulars: The deficient cross section of portions of the top cords and some of the main braces, and insufficient strength and bad arrangement of both the horizontal and vertical transverse bracing, in the construction of the angle blocks as finally modified, without sufficient lugs or flanges to keep the ends of the main and counter braces from slipping out of place; in the construction of the packing and yokes used in bending together the main and counter braces at the points where they crossed each other; in the shimming of the top cords, to compensate the deficient length of some of their members; in the placing during the process of erection of thick beams where the plan required thin ones, and thin ones where it required thick ones.

Fourth—That the railroad company used, and continued to use, this bridge for about eleven years, during all of which time a careful inspection by a competent bridge engineer could not have failed to discover all these defects; for the neglect of such careful inspection the railway company alone is responsible.

Fifth—That the responsibility of this fearful disaster and its consequent loss of life rests upon the railway company, which by its chief executive officer, planned and erected this bridge.

Sixth—That the cars in which said deceased passengers were carried into said chasm were not heated by heating apparatus so constructed that the fire in it will be immediately ex-

tinguished whenever the cars are thrown from the track and overturned; that their failure to comply with the plain provisions of the law places the responsibility of the origin of the fire upon the railway company. [See act of May 4th, 1869.]

Seventh—The responsibility for not putting out the fire at the time it first made its appearance in the wreck rests upon those who were the first to arrive at the scene of the disaster, and who seemed to have been so overwhelmed by the fearful calamity that they lost all presence of mind and waited to use the means at hand, consisting of the steam-pump in the pumping-house and the fire engine, Lake Erie, and its hose, which might have been attached to the steam-pump in time to save life. The steamer belonging to the fire department and also Protection fire engine were hauled more than a mile through a blinding snow-storm and over roads rendered almost impassable by drifted snow, and arrived on the ground too late to save human life but nothing should have prevented the chief engineer from making all possible effort to extinguish what fire then remained. For his failure to do this he is responsible.

Eighth—That the persons deceased before mentioned, whose bodies were identified and those whose bodies and parts of bodies were unidentified, came to their deaths by the precipitation of the aforesaid cars in which they were riding into the chasm in the valley of Astabula Creek left by the falling of the bridge as aforesaid, and the crushing and burning of said cars aforesaid; for all of which the railway company is responsible.

Given under our hands at the time and place of said inquisition above mentioned.

[Signed:]

F. A. PETTIBONE,
T. D. FAULKNER,
EDWARD G. PIERCE,
H. L. MORRISON,
GEORGE W. DICKENSON,
HENRY H. PERRY,
JURORS.

EDWARD W. RICHARDS,
Acting Coroner

ITEMS OF INTEREST.

The engineers of the Boston & Maine Railroad are still out, and hopeful of ultimate success.

The Central Vermont Railroad Company will, this spring, lay their entire line of road with steel rails; 5,000 tons have been ordered.

The strike of the miners in the South Yorkshire coal regions during 1876, entailed a loss of \$1,250,000 to the miners, and \$600,000 to the railroads.

According to the annual report of the Chicago & Alton Railroad, its gross earnings have amounted to \$4,960,528; nearly \$300,000 greater than in 1874.

The Brotherhood of Locomotive Engineers, in this country, number over 18,000 members. They have a fund in bank of \$115,000. The family of every member who dies receives \$3,000.

Several American firms are sending locomotives to Australia for use in New South Wales. If serviceable, it is probable that all the roads in that country will be equipped with American stock.

The New Orleans, Jackson & Great Northern Railroad was sold at auction, on March 17th, for \$1,050,000, to Mr. Schreiber, who acted for the Committee of Consolidated Mortgage Bondholders, who represent the Illinois Central Railroad Company.

The submarine and land telegraph lines now in operation in this country measure over 400,000 miles, and employ 1,000,000 miles of wire. At the present there are 31,000 telegraph stations, sending in the aggregate 80,000,000 messages per annum.

An express messenger on the train from Mobile, which arrived in New Orleans at 10:15 on the night of March 17th, reports that at Lookout Station a man boarded the express car and presented a pistol at him. The messenger made a rush at the man and received the ball in the hand, disabling him. The highwayman then grabbed a \$500 package, leaped from the car and escaped.

"Go to your landlord," says the *Iron Molder's Journal*, "and ask him to reduce your rent, giving as a reason that your wages have been reduced, and he will promptly tell you that he is not responsible for your wages being reduced. Go to your employer and protest against wages being reduced because your rent has not been reduced, and he will in turn deny any responsibility for the rent."

The sum total of railway lines through the principal countries of the world now reaches a distance of nearly fourteen times the circumference of the globe. Of this total the United States lines extend 85,585; Great Britain, at home and through her foreign domain, 66,701; Russia crosses Europe and Asia with lines, 34,800; France, 30,779, and the German Empire, 27,899.

Germany, in 1876, possessed 324 blast furnaces, using up 4,342,184 tons of iron, of which 4,130,000 were produced in Germany itself. The total quantity of pig and cast iron produced reached 1,660,208 tons. The average number of people employed was 22,765, of whom 853 were women.

An examination of the cables of the Niagara suspension bridge has been made, and some of the weak points in the structure have been revealed. The cables at each end of the bridge, before they are anchored in the pit, are divided into seven strands, each strand numbering 520 wires, and terminating in a "collar" which is fastened to the anchor-bar. On examining these strands it was found that nine of the wires on the under side of the "collar" had corroded and parted. These, it is said, can easily be replaced by splicing. One piece of the corroded wire about three feet in length has been removed, and it was found capable of sustaining 1,350 pounds, and drew down to half its size before parting. None of the wires on the bridge have as yet shown any tendency to elongation, and when a weight is removed from the bridge they return to their normal condition with the natural spring.

THE secret of Vanderbilt's opposition to the recent advance is this: The contract between the Wagner Company and the Great Western and Michigan Central Railroads prohibits the running of Pullman cars *via* the Erie Railway, and those roads. This compelled Pullman to withdraw from the Erie, and, as a retaliatory measure, that road reduced their rates between Buffalo, Rochester, Syracuse and New York to bottom figures. This step was taken by the Erie to compel the New York Central to reopen to them the through route *via* the Suspension Bridge. For some time these very low rates have been maintained. Vanderbilt now seizes upon the opportunity to resist the advance in hopes of being able to force the Erie to restore their local fares to their old figures. But the Erie management will probably not advance their local fares until they see the Pullman palace cars restored to their line and the connecting roads to Chicago. The General Passenger Agents think it will be humiliating if they are obliged, in the end, to abandon the new rate, and that it will be as good as acknowledging that W. H. Vanderbilt controls the actions of every railroad company north of the Ohio River.—*Chicago Times*.

EMPLOYEES WHO MUST BE PAID.

Workingmen Going to the Chancellor of New Jersey for Redress.

President Abbett, of the New Jersey Senate, yesterday procured an order from Chancellor Runyon, commanding Receiver Lathrop, of the Central Railroad of New Jersey, to show cause why he should not pay the railway employees. The writ is made returnable on Thursday. The sum due the employees is \$401,362.88. The petition recites the appointment of Mr. Lathrop, and alleges that the receipts of the road since the 14th of February have been about \$300,000, and the current expenses a month about \$250,000, and that there is in the hands of the receiver \$50,000; that the gross receipts of the company in December, January and February were fully enough to dis-

charge this indebtedness against the company; that the consolidated mortgages of the road amount to \$25,000,000, and that a further mortgage of \$5,000,000 was executed last September, on which only \$3,729,000 in bonds have been issued, and that these bonds, together with \$4,750,000 in Lehigh & Wilkesbarre Coal Company bonds, were pledged by the Central as collateral for loans of between \$5,000,000 and \$6,000,000.—*N. Y. Sun, March 17th*.

THE widow of William Izor, of Cincinnati, a former messenger of the United States Express Company, received \$2,600 insurance from the Expressmen's Mutual Benefit Society.

Railroad Employes Excited — The Men of the New Jersey Central Anxious to Receive Their Back Pay

A rumor gained credence March 14th, along the line of the New Jersey Central Railroad, that application had been made by the bondholders to the Chancellor for an injunction restraining Receiver Lathrop from paying the employes the three months' back pay due them. In consequence a call was issued for a mass meeting of the employes, to be held that evening in the Wigwam, in Lafayette, Jersey City. There were delegates present at the meeting from every portion of the road; even from Phillipsburg and Scranton. About 600 employes of the railroad pressed into the building. At first the prevailing sentiment of the meeting was one of intense indignation against those who would cheat them out of their pay; but this was speedily changed by the report of a committee that the Receiver was doing all that lay in his power for the men; that on the 15th inst. he intended to pay the December wages, and that hereafter they should receive their pay regularly on the 15th of every month, for the month preceding.

THE employes at the Dayton Hoist, A. & G. W. Railway, receive \$1.15 per day. Eleven hours constituting a day's work.

[For the B. of L. F. Magazine.]
WHAT I DON'T LIKE TO SEE.

I don't like to see an officer, day after day,
 Pass by his men and have no kind word to say.
 To your men, let me say, be kind and be true,
 And they will then wade through fire and water
 for you.

I don't like to see a Train Dispatcher get
 chronic
 And think that he is really Master Mechanic;
 Don't ask engines to pull more when they are
 doing their best,
 Or you may very politely be asked to "pull
 down your vest."

I don't like to see a conductor think he's all in all,
 When in the eyes of the public he looks very
 small;
 Your position is a good one, as every one
 knows,
 And when the pay-car comes around you had
 better pay for them clothes.

I don't like to see an engineer that is proud,
 Or one that thinks he is the only man ever
 endowed
 With skill to handle an engine in a storm—
 Why, man, there were engineers before you
 were born.

I don't like to see a fireman around putting on
 airs,
 Telling this and that engine was needing re-
 pairs;
 Keep your mouth closed and hear what ex-
 perience has to say—
 It's but a day or two ago you was in the field
 making hay.

I don't like to see a train baggageman
 Trying to break and smash up all the trunks
 that he can;
 Conduct like that should be looked upon as a
 crime,
 And on your first "run in" you should be
 handed your time.

I don't like to see a brakeman tell all that he
 knows,
 And in order to "get a train," thinks he must
 wear good clothes;
 It is ignorance in you, and who is to blame,—
 You are asked to sign the rolls and can't write
 your name.

Kind reader, please take no offense at what I
 have said;
 We all have our failings climbing life's steep
 grade,
 And in hunting for a model man, pray don't
 call on me,
 I was simply speaking of what I don't like
 to see.

SANTA FE, TOPEKA, No. 5.

THE BOY THAT SAVED THE TRAIN.

BY T. C. HARBAUGH.

The piercing blast, one winter night,
 Swept o'er the frozen moor;
 It made the peasant seek his fire,
 It made him bar his door;
 And he prayed to God, on bended knees,
 That the storm might soon be o'er.

Iceily shone the stars above,
 The ground was white with snow;
 The moonbeams fitted like spectres grim
 Across the valley low,
 And frightened the cowboy hurrying home
 With the cattle old and slow.

A little boy named Eddie Ray,
 Belated on the heath,
 Saw Tido Bridge from its moorings torn,
 He almost held his breath
 When he tho't of the rumbling train that bore
 Its passengers fast to death!

"I'll save them if it costs my life!
 So many shall not die
 In one fell hour if God is just,
 And smiles beyond the sky.
 My limbs are weak, but oh! to save
 The train, God let me try!"

He started down the track, the snow
 In drifts on either side,
 Until his limbs, benumbed with cold,
 His steps refused to guide;
 And then he fell, with a sigh and groan,
 In a drift upon the slide.

He felt the drowsiness of death,
 And knew not what to do;
 He saw, with eyes fast growing dim,
 The long train coming thro'
 The tunnel, and he tried to lift
 His voice in loud hullo!

In vain! a whisper—that was all:
 He raised one little hand,
 So white, so thin, it really seemed
 A thing from spirit-land.
 He moved it gently to and fro
 As a seer off waves his wand.

What sees the engineer? he starts:
 The train now moveth slow,
 "Methinks I see a baby hand
 Just lifted from the snow!
 A hand, by Jove! the little one
 Shall never perish so!"

He leaves the engine, and his hand
 To save the boy hath sped;
 He draws him from the icy drift,
 He feels like a lump of lead.
 A gasp—"The bridge is gone—is gone!
 Beware!" A soul hath fled!

Now in a clovered meadow, laved
 By Tido's lucent spray,
 In a little grave my hero sleeps,
 Dreaming his years away.
 And grateful hearts to him have rais'd
 A shaft—'tis seen to-day!

Forever and forevermore
 He shall my hero be.
 The men who fought at Waterloo
 Were not so brave as he.
 God rest the boy that saved the train:
 God rest his soul for me!

—HOME JOURNAL.

Editorial.

RECENT publications show that only 165 out of 691 railroads paid any dividend in 1875-76. But a very large proportion of these, namely, 103, paid comparatively small dividends; the aggregate thus paid by all these roads was only \$15,000,000, or less than 4 per cent. on their capital stock. Only sixty-two roads paid large dividends, and by these few roads about four-fifths of the entire amount paid by railroads in the country to stockholders was disbursed. Now the later and even more unwelcome fact is, that of these more fortunate roads several have become bankrupt, others have ceased to pay dividends, others still have reduced their payments, and the aggregate payment by the sixty-two roads this year will not be more than \$47,500,000, against \$59,347,181 last year, a loss of 20 per cent. The New Jersey Central and some minor roads have gone into the hands of receivers; the Reading, Delaware and Hudson and others are watched with anxiety, and some of the sixty-two roads which paid handsome dividends in 1875-76, only 51 are now paying dividends at all. These companies operate 11,300 miles of road, and their capital stock is \$577,311,590, while their latest reported dividends are at such rates as to yield only \$47,500,000 during the current year. If these, the very best and strongest, have been forced to reduce dividends to this extent, the other dividend-paying roads, which paid about \$15,000,000, can not pay this year more than \$12,000,000. Thus we have for the year dividends amounting to only \$59,500,000, upon a capital stock of \$905,000,000, while companies op-

erating 49,000 miles of road, and having a capital stock of \$1,293,000,000, pay no dividends whatever. It is also shown that 30.7 per cent. of all railway bonds outstanding have defaulted within a few years. About \$814,000,000 more has thus been rendered unproductive. Though some part of this sum may be recovered, the situation which investors contemplate with gloom, if not with anger, is substantially this: Out of \$4,363,000,000, represented by railway bonds and stocks, about \$2,108,000,000 will this year return no earnings whatever to the investor. At least, for the time, about one-half of the capital thus invested is profitless, barren and practically dead. A large part of it will never yield any thing; another part will only yield after delay and greater or less sacrifice by investors. Excessive railway building, reckless speculation and dishonest management have done much to bring American railway speculations into disgrace; fraudulent reports have also done much, and now, to the foreign investor, a new cause of alarm is added in the recent decision, which appears to him to remove the last barrier of protection for railway property against the ignorance or rapacity of Legislatures. To those who hope to sustain failing railways by new foreign loans the prospect is by no means encouraging.

Education — Physical and Mental.

Physical education we regard as something very different from that which commonly receives this name. Its object is not to render us adepts at running, leaping, climbing poles, ascending ropes, or hanging by hands or heels. In general, such exercises can only be injurious to the system, both mind and body.

and, at best, they only serve to develop mere muscular strength. In such cases, all instruction is commonly neglected and the pupil is left to hang, swing and perform the other movements at will and in any way he pleases. Their main object also is, to develop strength and endurance in certain muscles to the neglect of others, while accuracy, grace of movement is entirely overlooked.

Physical education has for its main object the training of the various physical organs to render a ready and efficient service to the mind. Its movements, therefore, are not few and simple but various and complicated, and require to be based upon an intimate knowledge of the structure and physiology of the human system. They require to be such as are natural and proper to the different parts, and their training to be carried out with a due regard to health and development. That is, the correct and proper movement of a muscle which is performed with the least possible degree of fatigue and with greatest facility and grace. Exercise should be commenced gently and gradually. Beginning with those movements that are simplest and most easy, care being taken not to pass to the more violent and difficult till the preceding, by practice, has become quite easy.

Every movement should be performed slowly and continuously, without jerk or effort.

Almost all our ordinary movements are compound, being made up of a number of minor ones, into which they require to be resolved and each practiced separately, in order that the entire movement may be learned fully and accurately. It is of the utmost importance that precision and accuracy be constantly

aimed at in the performance of the different movements, as by this means the attention is excited and kept up. It is by thus enforcing the greatest accuracy in their daily duties that railroad men can engage in the same operations day after day for twenty or twenty-five years with fresh and increasing interest.

Mental education is something that is as different, according to the ideas of different individuals, as their manners, or religious, or political belief. A young man may graduate at a noted institute of learning, and think that he now has the key that will unlock the golden gate, and, perhaps, he has, but still he may not be mentally educated, and this he will himself discover, or, at least, he will be very likely to if he is a sensible person. Mental education, as we look at it, does not mean to learn the shortest pathway to wealth or station, but he that makes the best of everything let his lot be cast where it will, and it makes no difference whether he is learned or illiterate, bond or free, if he only "does unto others as he would that they should do unto him." Then is he mentally educated.

THE attention of all locomotive firemen is called to the objects and benefits of the Brotherhood of Locomotive Firemen of the United States and Canadas. First—Our motto, which is Benevolence, Sobriety and Industry, is in itself a guarantee of our objects. The elevation of the locomotive firemen, socially, mentally and morally. Educating our members to such a belief, gives to our officers some assurance of good men in their employ. This will in itself answer the many questions as to why the B. of L. F. has, in three years, become such a

popular and prosperous organization all over the leading trunk lines of our country, both with our fellow workman and our officers. We nurse and cherish the sick and wounded of our Order, giving, according to our laws, the sum of five dollars per week, in addition to the care bestowed; and should death take from our ranks a brother, we perform the last sad rites due to him, placing a sum from fifty to two hundred dollars at the disposal of his family for the necessary purposes. Though taken from our number, we look to the interests of his family, that the widow and orphans shall not suffer. We have for three years successfully experimented on this particular point, and are amply rewarded, for success has crowned each act. Again, our teachings of morality have caused railroad officials to look upon us with favor, employing our members before any others. The whole soul of charity is embodied in our Order. In no one instance does a worthy brother knock at the door of a member, let him be miles away from home, but what the door is opened, and that hospitality extended such as can be given only by those who have been thoroughly educated in the principles of our Order. The sister lodge has a protection in times of want for a visiting brother, as has his own lodge, and that is what we call benevolence to its full extent, with no selfish motives, unless it is to right the wayward and make men worthy of a position which they toil for. Our success and strength can only be rightly estimated by our standing with our officers and the world at large, and by simply reading our MAGAZINE, in which you find seventy-six lodges, representing the

main lines of railroads in the country, embracing our largest cities, with applications in the Grand Office for eight more. We would invite all locomotive firemen to address our Grand Officers on any subject pertaining to the Order or their interests, as it is a pleasure for them to answer all communications, and furnish the true facts of the benefits of the Locomotive Firemen's Brotherhood.

Our Brothers will be pleased to learn that we have now added to our list some four new Lodges—three of them in Canada, and the fourth one across the river St. Clair, in Michigan, yet it composes the firemen of the G. T. R. R. between Sarman and Stratford. This now gives us the G. T. R. R. from Detroit, Michigan, to Montreal, Canada, with Lodges at Detroit, Port Huron, Toronto, Bellville and Brockville. There still exists a Lodge of the I. F. U. at Stratford, yet we are confident it will, like thirty-six of its sister Lodges, sooner or later, come in with us. We return our thanks to Divisions of B. of L. E. Nos. 118, 189 and 70, for their courtesies and attendance at our meetings.

Editors of B. of L. F. Magazine:

Please enlighten us on what is known as the Geneva Arbitration; also, as to who the Arkansas Traveller was—or where it originated from.

In answer to your first inquiry, we would state, that the Geneva Arbitration was a committee of arbiters that met at Geneva, Switzerland, to settle the difficulties between England and this country, by the Joint High Commission, consisting of American and English appointees,

which met in Washington in 1871. Certain claims against England, known as the Alabama claims, were referred to a Board of Arbiters, to consist of one or more representatives sent by each of the following Powers: England, United States, Germany, Italy and Austria. This Board met at Geneva, and after examining the claims, awarded to the United States \$15,500,000 damages.

The Arkansas Traveler was Col. L. C. Faulkner, of Little Rock, Arkansas. During the election campaign of 1840, Col. Faulkner composed the tune and story of the Arkansas Traveler, and the origin of both dates from a night in that year when four persons and Faulkner stopped at a log cabin in the Boston Mountains, and here "Sandy" (Col. Faulkner) acted as spokesman, and by his skill with the violin obtained lodging for the night.

Twelve Railroads for Sale.

Twelve railroads with their franchises are to be sold at auction under foreclosure the next two months. The New York & Oswego Midland, which was to have been sold at Middletown, N. Y., in March, will be sold April 27th. The Ohio and Kentucky Coal, Iron and Railroad was offered for sale at Covington, Ky. The Jacksonville, Pensacola & Mobile, and the Florida Central are advertised for sale on April 2d, at Tallahassee. The Clove Hill Railroad will be sold at Richmond, Va., on April 4th. The New Orleans, St. Louis & Chicago Railroad will be sold on April 26th, at Jackson, Miss. On April 27th, the Memphis & Little Rock Railroad is to be sold at Little Rock; the road is 131 miles long, and has very heavy land grants. The Paducah & Memphis Railroad is to

be sold at No. 111 Broadway, N. Y., on the 30th of April, and the Hannibal & Naples Railroad will be disposed of at No. 63 Broadway, N. Y., on May 22d. The Farmers' Loan and Trust Company will sell out the Buffalo & Jamestown Railroad on May 7th, at Buffalo. The Wallkill Valley Railroad is advertised for sale, and on May 26th the St. Louis County Railroad will be sold at St. Louis.

LOCOMOTIVE FIREMEN'S MAGAZINE.—We have received the March number of the Brotherhood of Locomotive Firemen's MAGAZINE, published in this city, for the Brotherhood, by Isaac J. Bennett. The number before us is replete with matters of interest to railroad firemen and engineers; pleasing and affecting stories of railroad life, and matters concerning the Brotherhood. It should be in the hands of every fireman. Price, \$1.10 per annum, in advance.—["The People," Dayton, O.]

New Dress.

As will be seen, this number of the MAGAZINE appears in a new dress. The type, which was made expressly for the MAGAZINE, is large, clear and distinct. The office of the MAGAZINE is located at the corner of Sixth and Main streets, Dayton, O., where we will be pleased to see any Brothers coming this way.

VICE GRAND MASTER BRODERICK has just organized a Lodge at Albany, New York, of nineteen charter members. He reports the boys in earnest at Albany, and says they are going to work in earnest. From there Brother Broderick goes to Sayer, Pennsylvania, to start another Lodge.

Our readers will please pardon the delay of the MAGAZINE this month, caused by a change of material and place of publication.

[For the B. of L. F. Magazine.]

HURON, NO. 69.

A Lodge has started at our Fort,
 It's number is sixty-nine;
 It was set in motion by our G. S. & T.,
 And is as good as you can find.

Huron is the name we chose,
 'Tis near Lake Huron shore:
 Should Brothers call to see us,
 We'll treat them well, and more.

Our Master's name is Lord,
 Though he stops down here below.
 The Past Master's name is Brentnall,
 But his friends all call him Joe.

Raymond is an O. K. boy,
 He wields the mighty pen.
 Granger is Conductor,
 And is just the best of men.

Fuller keeps the "collars" clean,
 Is chief of the "dirty work."
 While Farrar stands ready for anything,
 And I assure you is no shirk.

Park expects to "paw" the books,
 Byrnes too, I suppose.
 But Stewart keeps the "Sugar,"
 And is the "Boss" wherever he goes.

Kirby does the collecting,
 He is pretty full of cheek,
 But if he collects from a parson,
 You'll find him serene and meek.

Shunn is our Inner Guard,
 You had better shun him sure.
 If he finds you without the door,
 He will find for you the door.

Buckpitt is our Outer Guard,
 And fills it like a top.
 Bush and Tracy make up our band,
 And so right here I stop.

But wait, a word I'll say,
 About the man that spoke,
 Of course fun at our G. S. & T.,
 It would not be right to poke.

So let him pass he was so good,
 And treated us so well.
 On that snoozer whom they call J. B.,
 For a moment I will dwell.

He thinks he is "old pizen,"
 Oysters makes him sick,
 He'll walk three miles to go two Blocks,
 And thinks it is no trick.

Now, kind readers, I'm at the end.
 If you don't like it, Huff it,
 All I've got to say to such
 Is, say its good and "stuff it."

GRAND TRUNK.

[For the B. of L. F. Magazine.]

OUR BROTHERHOOD.

BY E. V. D.

Brother Sayre, as I've a moment to spare,
 I'll devote it unto your editorial chair,
 And try and explain as briefly as I can
 The love that I feel for our Brotherhood van.

The town of Port Jervis, now so familiarly
 known,
 Is the spot where the first rays of our Brother-
 hood shone;
 There they were kindled and nurtured with
 heed,
 By a small band of noble-hearted firemen in-
 deed.

Thus from obscurity all at once did arise,
 An object that bound together in brotherly
 ties,
 The locomotive firemen of the Erie Railway,
 In a manner that won the admiration of the
 day.

The effort was welcomed from near and afar
 By locomotive firemen as a guiding star,
 Whose refulgence revealed to the uncertain
 sight,

A pathway leading unto inexorable right.

As a greeting to Benevolence, Sobriety and In-
 dustry,
 Acclamations burst forth from all parts of the
 country,

In honor of the advancement of so noble a
 cause,
 That has gained for itself an immortal applause

From the East to the West in a glorious man-
 ner,
 Has progress unfurled our Brotherhood ban-
 ner;
 Rearing its insignia in triumph to wave,
 Over the land of the free and the home of the
 brave.

TERRE HAUTE, IND., March 12, 1877.

[For the B. of L. F. Magazine.]

MY DEAR OLD MOTHER.

My dear old mother and I did part
 When I was very young;
 Her memory still clings 'round my heart:
 As charming visions roam.
 They tell me of my mother's form—
 She watched me while I slept,
 And with her soft and gentle hand
 She wiped the tears I wept.

And that same hand that held my own
 When I began to walk,
 And the joy that sparkled in my eyes
 When I began to talk.
 I remember too when I was ill,
 She kissed my burning brow,
 And the tears that fell upon my cheeks,
 I think I feel them now.

And then she always knelt by me:
 How gloomy was that day,
 She put her hand up to her breast.
 And taught me how to pray.
 Oh, mother; mother, in this breast,
 Thy image still shall be;
 And I will love to the last,
 And always think of thee.

CENTRAL LODGE, NO. 22.

Correspondence.

Letter from Brother Heidenthal, President of Insurance.

PORT JERVIS, N. Y., March 10.

The greatest value arising from fraternal organizations is the relief they extend to those members who keep themselves within the pale of the rules governing the body. This relief may be of a sympathetic nature, but that is not sufficient; to be effective it must consist chiefly of a financial character. All benevolent associations recognize this fact, hence the numerous Masonic, Odd Fellows, Knights of Pythias, Engineers', Firemen's and Conductors' Mutual Relief or Insurance organizations. The strongest of the so-called secret societies find that they can not aid their members sufficiently in time of sickness and death without an auxiliary body whose sole function is that of extending substantial relief.

The Brotherhood of Locomotive firemen is an order now so well known for its merits and on a foundation so excellent that it is needless to enter into an amplification of its good qualities. But like its great prototype, the B. of L. E., it found that were it to resolve itself into an insurance association, its purely moral and intellectual labor would be crippled. The members, therefore, formed the Brotherhood of Locomotive Firemen's Life and Disability Insurance Company of the United States and Canadas. This organization is but three years old, having been effected December 18th, 1874, at Hornellsville, N. Y., little more than a year after the formation of the B. of L. F. at Port Jervis. But though in its infancy, the Insurance Company has done good service in the relief of deserving members, and has given evidence of its great utility.

A reference to the constitution and by-laws of the Association will at once show the manner of operating. All applicants for membership are required to produce certificates of good health and good standing generally, and to give satisfactory evi-

dence of their being men who are not likely to become dead weights on the benevolent institutions of the fraternity. While we desire to aid every fireman in the B. of L. F., we yet cannot run the risk of accepting all who may desire admission, regardless of the likelihood of their becoming burdens to the Association. The general welfare must be looked after first, then the individual.

There are two classes of insurance: The death and disability divisions. Applicants may become members of either or both. The first provides for the payment of a certain sum to the family or heirs of a deceased member, and the second allows a fixed stipend to disabled members. By this means the families of worthy brothers are prevented from falling on the cold and uncertain charities of the world; they are provided with means by which to keep the gaunt wolf of poverty from their doors. By judicious management the means thus furnished will keep a family a long time.

Our system of assessing members is not oppressive, but on the contrary is sufficiently lenient to allow every Brother reasonable opportunities for meeting his obligations to the fraternity.

Having shown that the mission of the Brotherhood of Locomotive Firemen's Life and Disability Insurance Company is purely one of great benevolence and designed as an ally of the noble fraternity to which it owes its origin, it must appear to all who earnestly consider the matter that it is an association meriting the most hearty encouragement of every member. Its object is to aid our fellow men in the hour of misfortune. When stricken down by disaster what so cheering as the knowledge that a fraternity of noble-hearted men are standing ready to extend not only the hand of sympathy and brotherly love, but to open their purses and bestow a portion of their earnings for the relief of a stricken Brother or his bereaved family. This sentiment of benevolence is one of the noblest gifts that nature has endowed us with. To feel and know that we are not forgotten by our fellow men is a consolation indeed in

those moments when it seems as if death is standing ready to place the gates of the great hereafter ajar with but a moment's warning. The man who is largely endowed with good intentions to his fellow man is a man to be envied, for his life is one round of pleasure in the satisfaction of knowing that he is obeying the Golden Rule. The vision of Abon Ben Adhem becomes with them a pleasant reality. I cannot forbear quoting that exquisite little poem by Leigh Hunt, as one showing the elevation of the mind of the truly benevolent :

ABON BEN ADHEM.

Abon Ben Adhem (may his tribe increase !)
Awoke one night from a sweet dream of peace,
And saw within the moonlight of his room,
Making it rich, and like a lily in bloom,
An Angel writing in a book of gold.

Exceeding peace had made Ben Adhem bold,
And to the presence in the room he said,
"What writest thou?" The vision raised its head,
And with a look made of all sweet accord,
Answered, "The names of those who love the Lord."

"And is mine one?" said Abon. "Nay, not so,"
Replied the Angel. Abon spoke more low,
But cheerily still, and said, "I pray thee, then,
Write me as one that loves his fellow men."
The Angel wrote and vanished.

The next night
It came again with a great awakening light,
And showed the names whom the love of God
had blest,
And, lo! Ben Adhem's name led all the rest.

But not only is benefit to be conferred upon others by this Association. By its means families of every member is measurably provided for in the event of his disability or death. This is a consideration that should actuate every fireman, married or single, to join the Association. None of us know how soon we may be suddenly called forever away, and the constant knowledge that our dearest relatives are not to be thrown upon the charities of the cold world is a source of consolation to any true man. Fraternally yours,

GEO. W. HEIDENTHAL,
Pres't of Insurance.

From Hornellsville.

HORNELLVILLE, March 9.

Editors of the B. of L. F. Magazine:

Thinking perhaps the readers of your interesting MAGAZINE would

like to hear a few lines from some Brother of No. 2, I thought I would try and get my wits together and say a few words about "Erie No. 2" and some of the Brothers.

Our annual reports were read at our last meeting, and they show that the Order is in a prosperous condition, and all things are working in the best of shape under the new regime adopted at St. Louis last fall. Not only in the Lodge room do we see the effect of this new work, but all along the line of the road, for we all seem more like brothers.

I will now take you to the "round house" and introduce you to some of the "boys." The first man we meet as we cross the track is Brother "Broadaxe," our G. V. M.; he is walking his beat from the ash-pit to the round house, looking as happy as a king, and busy as a "boy killing snakes." On entering the house the first we see is "Uncle" Charlie, our V. M., with his scouring rag in his hand, from his mouth is coming a "good morning" for all who pass that way; there comes the fireman of "105," who goes by the name of "Brooksy," he is one of those industrious boys, always on the running-board or smokstack, busy at work. "Bones" next meets our eyes with a look that pleases all. We stop in front of the "Roger," and here we find the veteran engineer, Uncle John, with monkey-wrench in hand; ask him for his fireman, and he can always tell you, for he generally leaves him in bed; about half-past ten on the morning the Roger goes out you will see his shining face coming in at the door, and the first thing you hear from his lips is, "Have you got any smoking?" but yet this Brother is one of the pillars of Erie No. 2, for without him we would be lost; for that matter we cannot afford to lose any of our members. We have not lost but one since we started our Lodge, and that one was Brother Huff, a much esteemed fireman and Brother, and greatly we mourn his loss. Next comes our "young engineer," he takes things cool, and is always asking, "Who will be the next man to lay off?" Our Master, "441," should not be overlooked, for he is a Brother

er that all of us feel proud of. In passing out of the shop we see standing together two Granite State Yankees, "129" and "132," with business in their looks. Now we will take a trip to the "oil country," where we find one of our Brothers, another young engineer, one of the greatest oil men we have along the line. His looks are very charming to both ladies and gents, among whom he is a great favorite. I must draw this communication to a close, and in doing so I would say, that if any of the Brothers of the B. of L. F. should come this way if they will call upon the writer he will introduce them to all the Brothers mentioned and many more. Hoping that this will break the ice for No. 2, I remain,

Yours truly,
THE BROOKS ENGINE.

A Vote of Thanks.

The members of Friendship Lodge No. 18, Brotherhood of Locomotive Firemen, were pleasantly surprised on their last regular meeting, February 19th, by having presented to them the beautiful framed motto,

"FAITH, HOPE AND CHARITY."

By Miss A. Laura Armstrong, of Crestline, O., which was accepted, and the following resolutions of thanks adopted:

Resolved, That a vote of thanks be tendered the fair donor for the beautiful and artistic piece; and may she as well as ourselves keep before the mind's eye the words contained in the motto, "Faith, Hope and Charity."

Resolved, That a copy of these resolutions be sent to Miss A. Laura Armstrong, and published in the Fort Wayne Daily Gazette, and in the B. of L. F. MAGAZINE.

FERD. SNYDER,
THOS. MULLHARREN,
G. A. LAMB,

Committee.

FORT WAYNE, IND., March 14.

LOUISVILLE, KY., March 14.

At a regular meeting of Louisville Lodge No. 23, March 11th, 1877, the following resolutions were adopted:

Resolved, That the thanks of Louisville Lodge No. 23, B. of L. F., are due and are

hereby tendered to Miss Minnie Richardson, sister of our worthy Brother and Grand Warden, for the beautiful motto containing these precious words,

"LOVE ONE ANOTHER."

And may they be engraven upon the hearts of the Brothers indelibly, and fulfilled in their every-day life; and that the donor may some day clasp hand with "somebody's brother," and repeat in unison those holy words, "Each for the other, both for God."

Resolved, That a copy of these resolutions be presented to Miss Minnie Richardson, and published in the B. of L. F. MAGAZINE.

F. B. ALLEY,

A. B. RICH,

J. P. MCKENNA,

Committee.

From North Platte.

Editors of B. of L. F. Magazine:

As "procrastination is the thief of time" so is indolence the reason that you have not heard from No. 28 before; but what is everybody's business is nobody's, and one waiting for the other, is probably the reason we have been forgotten in the MAGAZINE, but we will try and have some one say a word in our behalf in the future.

Out here it is either a feast or a famine, but as a general thing it is good times. For the last month it has been rather slack on the Union Pacific Railroad, but I am glad to say there has been none of it in Elkhorn Lodge No. 28. We number twenty-six members at present, with petitions coming in at most every meeting. Peculiarly speaking, we are sound; while morally speaking, I do not think you could find a Lodge of the same number of members with better morals or more intelligence than are composed in Elkhorn Lodge.

On the 22d of February we gave our Second Annual Ball, and a more pleasant time has never been enjoyed in North Platte. The following I clip from the *Republican*, of this city, and by adding the name of Brother James O'Keefe with those of Brothers Clark and Ell, I think it is complete:

With no common pride and satisfaction should the members of the Brotherhood of Locomotive Firemen of North Platte regard the success of their Second Anniversary Ball, in this city, at the Railroad Hotel, in the even-

ing of Thursday last. It was a grand success in every way, and reflects the highest credit upon the members of Elkhorn Lodge. At an early hour the parlors of the hotel were filled with members of the Order and visitors with beautiful ladies, whose winning smiles and happy conversation added more than all else to the pleasures of the hour. Long before the hour for dancing the avenues and halls were filled with promenaders dressed in their "best bibb and tucker," fair women and brave men, all happy in the delights of the evening. The attendance was very large, many visitors being present from Grand Island, Kearney, Sidney, Ogallala and other points on the U. P. At the given signal from the manager a rush was made for the dining hall, which had been decorated and lighted with two brilliant locomotive head-lights, where the devotees of the terpsichorean art assembled to do homage to the god of the dance. The Kearney string band furnished the music. This orchestra stands pre-eminently as the leading band in Western Nebraska, and ably did they sustain their reputation. About sixty-five couple joined in the grand march, the mazy waltzes, exhilarating polkas, quadrilles, schottisches and other dances until the programme was finished, and were then loth to leave the scene of so much joy and pleasure. The intermission at 12 o'clock was improved by partaking of refreshments at Davis', Baker's and Schlumpt's, where every delicacy of the season was found in abundance.

The boys may feel justly proud of the success of their Second Anniversary Ball. The members of the different committees labored faithfully to bring about this successful result, and we take the liberty of mentioning the names of Henry J. Clark and Charles Ell who are especially deserving of praise for their efforts. Long life and prosperity to Elkhorn Lodge No. 28, B. of L. F.

The Lodge also extends thanks to our Master Mechanic, J. H. McConnell, and the Foreman, Frank Reardon, for favors shown. I will try and keep you somewhat posted in the future, although we are "way off in the West."

Fraternally yours,
O. R. GOODALE.

A Good Record.

HAVING received an invitation from the members of No. 1, B. of L. E., while at Port Huron, Mich., to visit the Grand Trunk engine house, through Mr. Geo. Walker, engineer of passenger engine No. 138, we availed ourselves of the opportunity, and was much pleased with the engines as a class. Having our attention drawn to Mr. Walker's engine, we take pleasure in giving the statistics as shown through the official reports: Mr. Walker took engine No. 138, of the Baldwin manufacture, six years and eight months ago to run, with the following quite

wonderful results: First, she has been in the shop but twice during all this time, and has never had a new brass in or on any bearing since the last general repairs in June, 1874. It has made 125,936 miles in thirty-two months, an average of 3,906 miles per month, at the rate of 120 miles per day, and equal to thirty-two days actual work per month. At no time, when off her wheels, has her brasses required any labor, and from appearances they are good for many more years; her valve motion is equally in as good condition. Her boiler shows no sign of a leak. Her dimensions are 16 by 22, with a five-foot wheel, and has been in this time hauling both passenger and freight. Mr. Walker takes great pride in showing his engine up, and well he may, as her record is a good one.

J. S. BEACH,
W. N. SAYRE.

CHICAGO, March 20.

Editors of B. of L. F. Magazine:

I am sorry to say that if "S. Y." should come to Chicago I would be unable to favor him with an introduction to "M. M.," as I do not know who she is; but if he comes, perhaps Brother Furlong can favor him, as he is better acquainted with the female society of Chicago than I am. So "S. Y." will be welcome to come, and will be as well treated as any old batch could expect to be.

Fraternally,
R. V. DODGE.

THE Brothers will be pleased to know that Fred Dudley, of No. 44, is running one of the Hannibal & St. Joseph switch engines in Kansas City. Also, Brother John Eagan, pf No. 43, is handling one of the Missouri Pacific engines in the same yard.

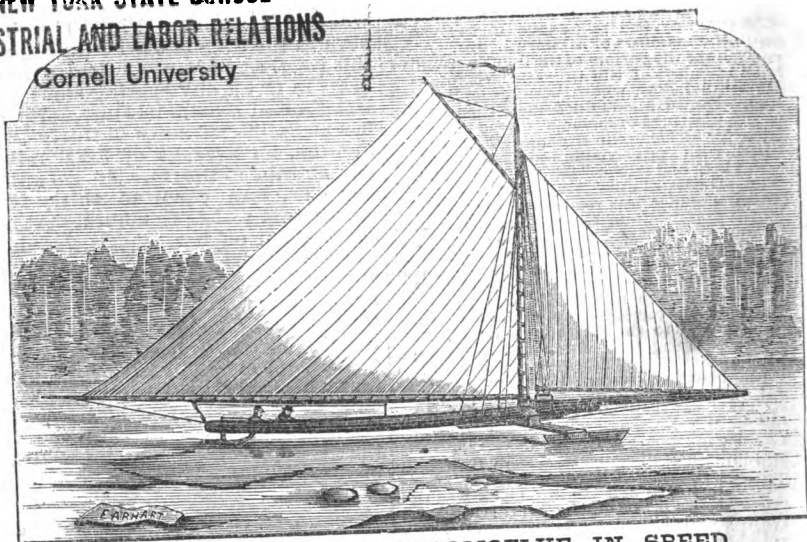
Card of Thanks

Resolved, That Lodge No. 64, B. of L. F., tender to Division No. 141, B. of L. E., our sincere thanks for their courtesy in permitting us to use their hall for meeting purposes; and,

Resolved, That these resolutions be placed on our minutes and copies sent to Division No. 141, and B. of L. E. Journal, and B. of L. F. MAGAZINE.

WM. H. HAMILTON,
R. B. KINGSLEY,
M. RICHARDS,
Committee.

Cornell University



THE RIVAL OF THE LOCOMOTIVE IN SPEED.

The speed of the locomotive is the fastest of any mechanism constructed and propelled by steam. It has a rival, however, in speed in the ice yacht, a craft built for pleasure sailing on the ice in the winter season. It is constructed on the principle of a water yacht with slight variations; its propelling power is the wind, and for fast sailing it is necessary to have a hard, smooth ice.

Years ago ice yachts were built in the shape of a triangle, having equal sides, with three runners at the angles, the base being the bow. Capt. Wm. Sayre, the grandfather of the Grand Secretary and Treasurer, B. of L. F., was one of the first to introduce an ice boat on the Hudson River; he used to run his boat from New Windsor up to Newburg and back. New Windsor then was a larger village than Newburg, and it was thought to be the coming city; the former place is now passed by without notice, the latter is a large city. The old-time boats have been abandoned for the modern ice yacht. The hull of these yachts is a mere skeleton, consisting of two side timbers, a keelson, and a cross-piece, triangular in shape, the base much shorter than the sides. On each side

of the base the runner plank projects several feet; on this are the side runners, and at the stern is the runner by which the craft is steered. The cockpit, two or three inches deep, holds two persons. When not racing four more can stand forward on the running plank. Hull, spars, canvass and rigging have to be made of the best material. The sails have a low hoist, and the gaff of the mainsail is much shorter than a water yacht. Top sails are not used. The runners are of wood sharp shod with steel. The picture we present above is of the ice yacht "Icicle," owned by Commander J. A. Roosevelt, of Poughkeepsie, N. Y. She is sloop rigged, and her dimensions are: Extreme length, 68 feet; length of frame, 29 feet 2 inches; width between runners, 25 feet 7 inches; area of sails, 1,070 square feet. She is the largest ice yacht in the world.

Ice boating is one of the most scientific as well as the most exciting sports going. It is necessary for those who indulge in it to be well clad, for they are exposed to the chilly blasts of winter. They should wear a cap to cover the ears and thick underclothing. The headquar-

ters of ice boating in this country is on the Hudson River, notably at Poughkeepsie, although they have rivals at New Hamburg, Albany, Athens, Troy and other places along the Hudson.

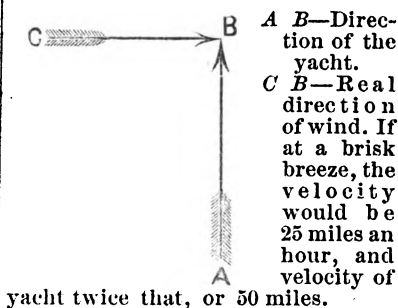
The Poughkeepsie Ice Yacht Club was organized in 1861. The cruise of this Club to Albany, ten years ago, created quite a sensation—it popularized the sport. There are thirteen yachts owned in the Club. The *Avalanche* and *Advance*, E. H. Sandford; *Cyclone*, Henry Bergh, Jr.; *Ella*, Theo. V. Johnston; *Echo*, Geo. Collingwood; *Flying Dutchman*, Theo. Van Kleeck; *Gracie* and *Icicle*, Com. John A. Roosevelt; *Hail and Haze*, Vice Com. Aaron Innis; *Restless* and *Snowflake*, O. H. Booth; *Sappho*, A. E. Whiting; *Zip*, Thos. Ransom. The *Avalanche* and *Advance* are catrigged, the rest sloops. The *New Hamburg Club*. Com. Irving Grinnell, is an offshoot of the Poughkeepsie Club; was organized in 1869. Among its famous cracks is the *Flying Cloud* and *Whiff*—both owned by Com. I. Grinnell—the *Phantom*, *Zephyr*, *Quickstep* and others. The *Whiff* is a beauty; she was on exhibition at the Centennial; she is 41 feet long, her iron-work is nickle-plated, and her frame handsomely ornamented. The races this winter were confined to each Club's own yachts. The regatta of the Poughkeepsie Club for the champion colors took place on January 27th, and was won by the *Restless*, O. H. Booth owner. It was a fine race. The *Icicle* holds the challenge pennant of the Hudson River—won it January 17th, 1872.

The speed attained by the ice boats is wonderful. A record of their speed has never been prepared, but it is claimed they have traveled over a mile a minute, and they certainly can travel faster, for many a time they have outstripped the trains on the Hudson River Railroad when they had a chance, to the great amusement of the passengers. The prevailing winds on the Hudson are northwest; a westerly wind, which enables the course to be laid straight up or down the river, is most desired. An ice yacht, close hauled,

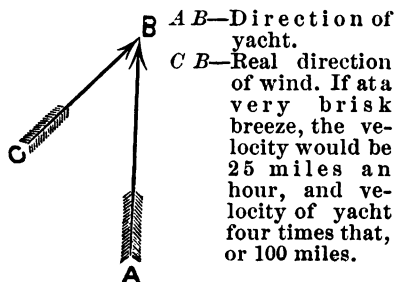
sails nearer to the wind than any water yacht. With wind abeam, or going before the wind, she fairly flies. With wind abeam the speed is twice that of the wind itself; going free it is nearly four times. It is a peculiarity of the ice yacht that the sheets are always flattened aft, whether by the wind, or going free, and both mainsail and jib draw.

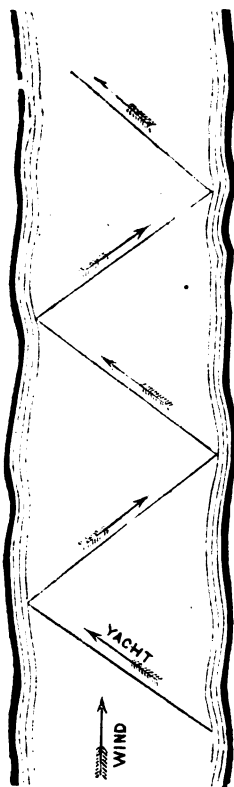
In running free if dead before the wind, an ice yacht would soon run out of it, and, therefore, she has to keep her sails at an angle to the wind, by running across and with it. In other words, she beats to leeward. Thus with a wind blowing down the river, and a yacht scudding before it, the sheets would be flattened, and she would cross from one side to the other alternately jibing her mainsail as she did so. It is under this last condition, while beating to leeward, that she makes her fastest time. The following diagrams will explain the foregoing:

CASE OF WIND ABEAM.



CASE OF WIND THREE-QUARTERS FREE.





This diagram shows the course of an ice yacht beating to windward, and then running free, the wind striking her on the bows. This is when it makes the fastest time.

The velocity of the wind in a very brisk breeze, according to authority, is twenty-five miles an hour. An ice yacht, as in case 1, with wind abeam, would sail twice the velocity of the wind, or fifty miles; and as in case (2) with wind three-quarters free, she would sail four times the velocity of the wind itself, or 100 miles an hour; and again, the velocity of a high wind is 30 miles, and a very high one, 40 miles an hour, so if an ice yacht was traveling on a high wind, with that wind abeam, she would go at the rate of 60 miles, and on a very high wind 120 miles an hour; if traveling on a high wind with wind three-quarters free, she would go at a rate of 160 miles an hour.

As shown by the facts above related, an ice boat propelled by wind can travel faster than the wind itself.

either by the wind striking the sails at an angle, or by sailing the boat in an angle to the wind, and thereby exceeding greatly the speed of a locomotive, which, I believe, has reached 60 miles an hour.

G. W. SAYRE.

How We Went to the Convention.

HORNELLVILLE, N. Y., March 6.

Editors of B. of L. F. Magazine:

As I have seen a great many communications from the different Brothers far and near, and which I take pleasure in answering, I find that there are some Brothers who wish me to answer questions that are pretty hard jaw-breakers. So, by the way, I have got one to be answered through our good MAGAZINE. There is a Brother that fires the bully passenger switch engine in Jersey City, and the first four letters of his name are J. N. R. D., spell if you can. He is a good fellow, and when he goes to St. Louis he takes a palace car, so as to view the beautiful green fields on the plains. He never gets off, for fear that he might take the wrong coach and come back; but his Brother delegate from Hornellsville takes a smoking car, and gets off at a place called Mattoon, to get some grub with the boys, and, thinking he had lots of time, did not hurry much, but looked out once in a while to see if the train was there; so when he goes out from a hearty dinner he climbs into what he supposes to be his train for St. Louis; sets down to take a smoke, and all at once jumps up, looks for his black sachel, when in come a friend and says, "John, you are left." So, John, not believing that he is left, goes out on the platform to see, and looks towards St. Louis, and there, to his surprise, sees his train going at the rate of forty miles an hour. Now, says John to himself, where am I, or where will I go? My sachel and treasury is all gone. Down hearted, no one to care for, no one to tell him where to go, everybody looking to see what he was going to do, whether to run after the train, or do as the Yankee told the Irishman to do. The Yankee told the Irishman to keep

his eye on his horse till he went into the house; so Jimmy said, "Yes, sir." So out came the Yankee, but sees no horse. He says to Jimmy, "Did you keep your eye on the horse?" "I did, sir, till he got out of sight." So that was all that he could do. So, now you see, how the old man was fixed. So the next best thing that he could do was to go down to Effingham, and then try to dead-beat it the rest of the way. Well, he did, Brother D., with \$4.95 out of pocket. The Brother from Jersey City answered a letter from me in this way: "Brother at V., there is a question I would like to have answered: Please tell me how far it is from Mattoon to St. Louis by way of Effingham, and how many steps it would take, providing you had to go a foot, and how much shoe leather would you wear out?" That is a sticker. Well, Brother from Jersey City, I give it up, but if you answer mine, I can yours. Now, every tie on the track is eighteen inches apart, and if the Brother from Jersey City will tell me how many rails thirty-two feet long it will take to make a mile, and how many ties at eighteen inches apart it will take to the mile? Also, how many ties will it take to lay the track from Mattoon to St. Louis by way of Effingham? If you can't tell, ask Charley Allen, perhaps he can; for he got the dispatch, and all the boys had a good laugh over the joke.

Now, my friends, to conclude I will say no more, but when you all go West, next fall, don't set at the table too long, especially when there is a young lady brushing off the flies, and let the train leave you.

OLD PARD.

From Alliance.

ALLIANCE, O., March 9.

Editors of B. of L. F. Magazine:

In the February number of the B. of L. F. MAGAZINE Mrs. Charles Killmer comments upon our motto, Benevolence, Sobriety and Industry. She first takes Benevolence, and says: "What a cold, cold world this would be, and what a weary time human beings would have try-

ing to drag out mortal existence, if we were to be deprived of benevolence." Do we fully realize the true and full meaning of this one word, Benevolence, which, as she says, "means charity, and should be practiced everywhere." Should not we, who have chosen it for our motto, practice it, and I would to God, that the whole world would have charity. Let us strive to live true Christian lives, strive to elevate ourselves to a higher standing, morally and socially. Why not show our manhood by taking a firm stand against every evil, which is so prevalent through our country; and when we see where one has done wrong, go to him and tell him in kindness of his faults, or of his mistakes—not go tell some one else, and try to make his faults greater than they really are—but tell him and him alone; and if we hear one spoken ill of, not join in with them and say, "I knew it, it is no more than I expected of him." Let us quit picking out the faults of others and try to find our own faults; try to find the good qualities of others, and cultivate more of them ourselves, and thereby make others happier, as well as increase our own enjoyment.

If we would try to see how many people we could make happy instead of how many we could make miserable, we would soon find that those who are our enemies would soon be our best friends, and instead of having more our faults discussed continually we would occasionally hear some of our good qualities spoken of. We all have a great many faults, but, I believe, that railroad men receive more condemnation for evil doings and less praise for any good deed than any other class of men, and why is this so? Is it because we are such an inferior class of men? We are most certainly considered so by the world, but does this make it so? Must we give way to all kinds of sin and vice because some people think we are inferior to them? It is true that many men employed upon railroads are somewhat of a degraded character, but the great majority of them are from respectable society, and many from aristocratic and wealthy families. But as soon as

they find a situation upon a railroad they are cast off by their old associates as men of no principle nor honor. We must have friends and associates, and if our old friends cast us off we seek new ones elsewhere. Society would sooner pick up and worship some poor, lazy, good-for-nothing loafer, who struts up and down the sidewalks, from one billiard saloon to another, with like associates, than even to recognize a poor workingman, who toils day after day, month after month, who, on many railroads, know no Sabbath. Is it any wonder we become low-lived and degraded, as many chose to call us? They feel best satisfied to stand back and say, "Go ahead, boys, that is all you are good for." If we are so low, why do they not bait the cord of friendship with a little charity and pull us up. We have been calling for help so long that we have begun to despair of ever receiving any. Why is it that the churches do not try to help us? How long will they permit railroad companies to run their trains, loaded with freight, right in front of their church doors on the Sabbath, thus compelling us to violate God's holy day, and sink ourselves deeper and deeper into degradation? If they will not cease to look upon us with horror, as though we were fiends, and try to help us up to a higher standard of manhood, let us make one bold stand against all sin and vice, and fight the battle ourselves, fight the enemy within our own hearts, fight as long as life lasts, and at the end receive our reward from the Searcher of all hearts.

Fraternally yours,
L. M. HOLLOWAY.

from St Paul.

ST. PAUL, MINN., March 26.

Minnehaha Lodge No. 61 is flourishing. We are taking in new members every meeting, and everything is harmonious and prosperous, as you will see should you ever have the opportunity to visit No. 61. We would like to hear from Brothers of No. 61 through the MAGAZINE.

INKEY DICK.

Thanks.

TORONTO, CAN., March 23.

At a regular meeting of Dominion Lodge No. 67, B. of L. F., the following resolutions were adopted:

Resolved, That we tender Division No. 70, B. of L. E., our heartfelt thanks for the manner in which they received our committee; also, for their kindness in granting us the use of their hall free for the term of six months.

Resolved, That we send a copy of these resolutions to Division No. 70, B. of L. E., and that it be published in the B. of L. F. MAGAZINE.
CHAS. POPE, Master.

Editors of B. of L. F. Magazine:

NORTH PLATTE, NEB., March 9.

In the last issue of the MAGAZINE I noticed an article headed "Bella's Resolve," written by a lady friend of No. 6, in which she states that her school-mate, Bella, would accept the first fireman who offered his hand. Now, if Miss Bella was only out here, she would find little trouble in selecting from a good set of young men. The woods are full of them.

INDUSTRY.

DIG FOR IT AT HOME.

BY E. E. NAZOR.

Would you have the shining metal,
Do not o'er the wide world roam,
Following a fleeting phantom—
Stay and dig for it at home.

Do not heed the luring story,
Treasures distant hillside hold,
Ten adventures disappointed
Stand for every ounce of gold.

Wishing still for something better,
Many fancies you will rear;
Mountains of the yellow mire
In the distant gold appear.

And the longing is contagious,
Drinking from a leaden cup,
For the means of grander living,
On the highways to pick it up.

But dame fortune is too fickle,
In her train afar to roam;
Would you dig for golden treasures,
Stay and dig for them at home.

In the land that lies before you,
Find your wealth by honest toil;
Never votary disappointed,
Rightly sought the generous soil.

But success rides on before you:
Grapple it and you will win;
Lo! e'en now the mists are lifting,
And the tides are rushing in.

Let no foreign expedition
Lure your restless steps to roam;
Gold is nearer than the mountains,
Stay and dig for it at home.

No. 19.

[For the B. of L. F. Magazine.]

THE LOCK OF HAIR.

BY M. S. M.

Here before me on the table
Lies a lock of jet black hair,
And although it's hue is sable,
It was given by a sister fair.

O how each tender strand has wound
Its shining meshes around my heart.
Thank God a jewel I have found—
Ah! sister, we never more shall part.

How glad I feel when ere I think
Of days not long since past;
I promised her I would not drink,
And would try to be a man at last.

Oh, how many are there here to-day,
In this world of strife and care,
Who would give this world to say
I have a lock of my sister's hair.

Still there are plenty one can find,
Who have sisters good and fair,
That never once would sit their mind
On having just a lock of hair.

No, indeed, they had rather be
Walking up or down the street,
Where some other's sister they could see,
And make remarks on form or feet.

O how often I have shivered,
As I stood among the throng,
And heard the vile remarks delivered,
As some lady passed along.

I have often looked around and thought:
Perhaps these men have sisters;
Again I bless the change it wrought
In me—that lock of jet black hair.

One word to these men I would say,
Before I close this short poem:
While speaking of others this way,
Just think of your sisters at home.

To the B. of L. F., ere I finish I'll say,
Hoping my words there will be none to
condemn,
That you will ne'er let your thoughts run in
this way.
Is the heartfelt wishes of M. S. M.

DIVISION 56.

[For the B. of L. F. Magazine.]

P. F. W. & C. R. R.

PABODY ON THE P. & F. R. R. SONG.

From Allegheny to Alliance, the Division No. 1,
On the Fort Wayne road, I mean,
Where the Cummings engines run;
After the firemen have cleared them, how
they glitter in the sun.

One night upon this railroad, some one a ghost
did see;
It was seen between Woodland and a place
called Letonia(e).
T. W. said he saw it as on the steam chest
stood,
With a bottle in its hand, saying come, Tem,
this is good.

So Tom he went to help him, but this fiend he
could not find;
It had disappeared on Franklin Hill, the
place I do not mind,
But Tom went to Alliance with this trouble on
his mind,
And told the boys what he had seen while
on the "69."

He sauntered in Tim Madden's to settle down
his mind
By taking a drink of catawba wine [i. e. Bour-
bon];
And while there he met Bob Jackson, and of
course he had to treat;
Bob emptied down a good big glass, and then
took a back seat.

And there is old Pap Darby, he runs the "56,"
He used to run the No. 9 in the year of '76.
Darby is very fat, and Duby is very lean,
So on that Cummings engine there is a well
matched team.

Darby pulls the throttle, and Dubois is his
stoker,
Who shovels in the dusky coal and then takes
up the poker
And stirs the fire up;
Next he gets the shaker-bar to loose the grate
bars up.

And then comes in old Keno, as shure as
you are alive,
The number of his engine is "345."
And there is Sid Marralla, he always runs on
time,
And the number of his engine it is the "49."

Also Billy Lodge, he also is alive,
He runs a Baldwin engine, the "305."
One other Baldwin engine is all that we can
show,
It is run by Joseph Richards, the "304."

Next is curly-headed Waddle, the "16" en-
gine runs,
With Pentiface as stoker, a bully little chum;
And also James Fulton, the "47" does run
With McGahie as his fireman, a tip-top Irish-
man.

Here is Mike McCallen, he runs the "66."
If politics had differed I think he'd just been
fixed,
He tried to get the premium, but was not up
to the tricks—
George Gove stepped up and took it with
the "316."

I have not spoke of Saginaw in here, I think,
before,
The number of his engine is "314."
Now as I've written this, and in the way of
fun,
I think the number of Fitzsimmons' boots are
fully 21.

KEYSTONE LODGE, No. 83.

LOCOMOTIVE FIREMEN'S
Monthly Magazine.

DAYTON, OHIO, APRIL, 1877.

CONTRIBUTIONS. — *Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.*

Several Lodges have not yet forwarded their subscription. They should do so at once. All remittances for subscriptions should be sent Postoffice Order. Every Lodge should report this month.

A beautiful banner will be presented to the Lodge furnishing the largest number of subscribers for the MAGAZINE, by the next meeting of the Grand Lodge. The banner will bear the motto of the Order, together with the name and number of the Lodge that will receive it. It will be quite a nice present for some delegate to take home to his Lodge. Some of the older Lodges will have to be a little more solicitous about the welfare of the MAGAZINE, if they wish to compete with several of the new Lodges.

BROTHER BEACH, of No. 29, will accept the thanks of the Grand Lodge, for his services in assisting the officers thereof.

W. R. WORTH., G. M.

BROTHER CAMERON, of No. 54, will learn something by addressing his Lodge, or the G. S. & T., B. of L. F. Last heard from at Port Jervis, N. Y.

RETURN of thanks is hereby voted to Brothers J. Broderick, G. C. Whitticar, J. C. Barnard and Brothers of sub-Lodges, for services rendered Grand Lodge this month.

G. G. COMMITTEE.

The quarterly and semi-annually words was sent out March 14th from the Grand Office to all Lodges. Any Lodges having failed to receive them please notify the office immediately. W. R. WORTH., G. M.

NOTICE.—Brother Geo. Barclay, of Triumphant Lodge No. 47, is requested to communicate with his
 R. V. DODGE.

Queries.

With an engine running forward, and the cross-head traveling between the guides, on which guide is there the most pressure and wear, the upper or under one? M. U. STRANGE.

What effect will the addition of an outside lap on a valve have on the lead, providing the position of the eccentric is not changed?

R. V. DODGE.

Having seen a great many questions asked and answered in your valuable MAGAZINE in relation to the working parts of an engine, I have made bold to ask one: Does the top of a driving wheel of a locomotive travel faster than the bottom when rolling along the rail?

I will here insert a question asked by thinking firemen: Does an engine exhaust at the same point or stroke of piston when cut back as when working at full stroke?

From a Brother and reader of your MAGAZINE.

EUREKA LODGE, No. 14.

I am not fully satisfied with the answer given by "Indianapolis" to my question in regard to velocity of reverse lever. If he means by the dropping of the links that the weight of the links alone would cause the velocity, why would it not be the same when the engine was standing still? But if to the weight of links he adds the downward tendency imparted to them through the movement of the eccentrics, and consequent friction on the eccentric straps, then I will be satisfied.

I have heard the theory advanced that the vacuum which was formed in the cylinders and steam chests by reversing, would cause the lever to fly ahead, but how any pressure in the steam chest which is exerted on the valve can communicate to the reverse lever, with the rocker arm and link block coming between them, I can not understand.

Respectfully,

R. V. D.

Answer to Queries.

In answer to W. Larue's question, I would say, that the back pressure of air from the cylinder would force the throttle-valve back on the seat, and in that way open it. We all know that if the throttle is packed tight it will very seldom fly open.

R. V. DODGE.

I reply to "Scoop Shovel" in our last MAGAZINE: Add the inside lap and lead on the exhaust together, and you have the outside lap. If there is no inside lap the lead on the exhaust and outside lap are the same. If there is no lead on the exhaust, the inside and outside lap are the same. This statement may seem strange to you, but these dimensions

apply to every slide valve in use. If I am not right, let some one better posted correct me. HENRY D.

I can't say that I agree with the answer to Springfield, Ill. There is not the least doubt that the piston occupies more room in the back end of a cylinder than in front, but the follower, it is impossible for that to occupy more room in one end than in the other, and I don't see what setting the packing out has to do with it any way, as it is necessary to take the follower head off to set it out, and both back and front heads are the same thickness. I think W. E. Nichols makes a slight mistake in the way he uses the word vacuum. A vacuum is supposed to be an empty space, therefore it is impossible to form a vacuum in the steam and dry pipes, and obtain pressure enough to force the throttle open against the boiler pressure.

M. U. STRANGE.

ALL communications relative to the Brotherhood of Locomotive Firemen, for publication, must be forwarded to Wm. N. Sayre, Indianapolis, Ind., by the 15th of each month, in order to insure publication.

BROTHER PARKER, of No. 57, is one of our most prompt correspondents, and we are proud to say an energetic worker in the cause. We are under obligations for "clippings," but will hold all such matter from the MAGAZINE for a time. Accept thanks.

THE Lone Star State is about to loom up; applications are coming in for Lodges. Glad, the good work is spreading Southwest. Brothers Nichols and Henry report favorably from Dennison.

INFORMATION wanted of Brother A. Soard. Address, No. 45.

C., B. & Q. have adopted blue glass for their shop windows at Burlington, Iowa.

BROTHER D. T. HENDERSON, of No. 10, writes us encouraging letters from Cleveland. Do your best, David, we are all with you.

BROTHER CHAPPELL, of No. 33, starts for the Lone Star State this month. We will always be pleased to hear from him in his new quarters.

BROTHER GRANVILLE, of No. 25, will accept our thanks for favors sent us, but we prefer to hold back for a while, for reasons best known to the Grand Officers.

BROTHER SAYRE has eight Lodges to institute within the next thirty days. Recording Secretaries will please take notice—will not be in the office much of the time.

ATTENTION.—Locomotive firemen desiring to organize a Lodge of the B. of L. F., will receive full information, instructions, blanks, &c., on application to W. N. Sayre, Indianapolis, Ind.

BROTHER CAMERON, of No. 54, visited Scranton Lodge on the 10th of March, and was much pleased at the working of No. 7. Brother Thornton entertained him at his home, and he was sent on his way rejoicing.

BROTHER ROGERS, of No. 15, writes us: "We are doing splendid; have twenty-five members, and applications coming in. Also, working up the Insurance; hope all our Brothers will be members of it before the next Convention."

BROTHER FRANK M. WILCOX, of No. 54, starts for Southern California soon. Object, a better position for him when he arrives there. Wish you well. Frank: don't forget us.

BROTHER HUBBS, of Minnehaha Lodge, No. 61, writes us of the benefits of our Order in glowing terms, and says the Lodge is in full bloom and doing splendid, with hopes of being one of the largest and finest in the State by next September.

Balls.

No. 35 gave a grand ball February 28. It was a grand time for the Central Brothers, and the financial results good.

No. 18 reports their ball a success, financially and otherwise. No. 18 is up in that outsiness.

Return of Thanks.

I herewith return to the officers and members of Divisions Nos. 151 and 71, B. of L. E., my sincere thanks, for the invitation to address them at their Divisions, and hope we may always meet in such a manner as to cause nothing but the best of feeling from the results of such meetings. Feeling it our duty to always enlighten and to be instructed in such cases, I can only ask that you accept the thanks of our Order, trusting we will often meet in a like manner. Fraternaly yours,

W. N. SAYRE.

OUR Western Brothers are all actively at work in the B. of L. F. cause. Brother McElroy is one of the energetic workers of Topeka Lodge, No. 56. H. J. Clark, of No. 28, North Platte, Neb., reports Elkhorn Lodge in a prosperous condition.

New Lodges.**NO. 60.**

It will be gratifying for our Brothers to know that our Secretary visited and organized a Lodge of twenty-eight charter members at the Quaker City, (Philadelphia, Pa.,) on the 24th of February, composed of the locomotive firemen of the North Pennsylvania Railroad. This Lodge starts with a good membership and a fair amount of cash on hand. Wm. Roberts was chosen Master, and a good set of officers were elected. They return their thanks to Division No. 71, B. of L. E., for the use of their hall, while holding preliminary meetings, and thank them for their visit in a body to the opening of the Lodge, which is known as United Lodge, No. 60. This is only the commencement, as we now have another application from the West Side.

NO. 62

was organized March 8th, with twenty-four charter members, by Deputies Brothers J. Broderick, G. C. Whittecar and M. Moran, of Nos. 2 and 7. This Lodge, has for its sister Lodges, Scranton No. 7; Ashley No. 59, and Harmony No. 30. The name selected is Van Bergen, and the prospects are promising for its members.

NO. 63

was organized by Deputy Brother Barnard, of Central Lodge, No. 22, at Danville, Ills., March 4th, 1877, and known as Hercules Lodge, No. 63. This, like all the Lodges along the line of the Wabash, is a good one; and as we now have Ft. Wayne, Lafayette, Logansport, Danville and Springfield, we feel confident that the Wabash line is "solid." The Brothers are much pleased with their

move in this direction, and too much credit can not be given Brothers Barnard and White for the manner in which they done the work.

CANADAS.

We next find Brother Sayre in the Dominion of Canada, organizing a Lodge at Brockville, Ont. This Lodge starts out with twenty charters members, and is composed of the Brockville and Montreal Divisions of the Grand Trunk Railway. We are pleased to annex to our Order the Brothers of Canada, for they have been in the dark long enough. We are proud of our Mother Lodge, and the efforts toward organizing show that their success is certain beyond a doubt; their selection of officers were excellent, and prove themselves everyway worthy. We publish in full a complete list of the same:

Master—A. E. Pennock.
V. Master—W. T. Simpson.
Rec. Sec'y—W. H. Stewart.
Financial Sec'y—Chas. Reynolds.
Treasurer—Chas. Eldridge.
Trustees—Geo. Ford, Chairman.
Warden—W. Buckley.
Conductor—P. Grant.
I. Guard—A. Alexander.
O. Guard—To be appointed.
Chaplain—Wm. Marran.
P. Master—C. Gallup.
Magazine Agent—W. H. Stewart.

This Lodge is known as Island City No. 65; named after the Thousand Islands of the St. Lawrence River. Our Brothers return a vote of thanks to Division No. 118, B. of L. E., for the use of their hall, and many other favors received. Our list of Lodges show their meeting nights. From here Brother Sayre turns up in Bellville, Ont., in company with Brothers Simpson and Reynolds, of No. 65, where a meeting was held of locomotive engineers and firemen. An application having

been previously presented, Brother Sayre proceeded to organize Lodge No. 66, with twenty-nine charter members—the majority of whom are old firemen—with the following list of officers:

Master—T. McDermott.
 Vice Master—P. Flannery.
 Rec. Sec'y—Jas. Cummins.
 Financial Sec'y—J. Cox.
 Treasurer—R. Milne.
 Trustees—Simpson, Brownlee and Collins.
 Warden—W. P. Bates.
 Conductor—R. Murphy.
 I. Guard—P. Horan.
 O. Guard—John Steadman.
 Chaplain—Wm McCarthy.
 P. Master—F. McCarthy.
 Magazine Agent—Wm. Smith.
 Insurance Agent—F. Lorenger.

This now gives us from Montreal, Can., to Toronto, and the Lodge at Toronto spreads our Order to Stratford. In connection with our Lodges at Detroit and Port Huron, Mich., we have the whole line of the Grand Trunk from Montreal west. The above Lodge is known as Challenge Lodge No. 66, and starts with a good treasury, and a set of officers who understand their business. The next move of our G. S. & T. is to visit Toronto, the Queen City of Western Canada, having received an application from the firemen while at Bellville. He is next found at that point addressing the engineers and firemen, with a view to enlighten them as to the objects of our Order. Division No. 70, B. of L. E., being represented by Messrs. Eaton, Duffin, Raye, Graham, Renzie, Phipps, Young, Stephens, G. Brow, G. Walker, J. O. Hagan, J. C. McNaughton, O. McArrow, K. Kelley and many others. Following the address, Brother Sayre proceeded to organize No. 67, known as Dominion

Lodge, and starts with the following officers:

Master—Chas. Pope.
 V. Master—Wm. Newlove.
 Rec. Sec'y—Wm. Prenter.
 Financial Sec'y—M. C. Rowan.
 Treasurer—Geo. Shields.
 I. Guard—P. McLuckie.
 O. Guard—Wm. Johnston.
 Warden—Jos. Dorricott.
 Chaplain—H. Ross.
 P. Master—J. Scott.
 Magazine Agent—Geo. Shields.

From Toronto our G. S. & T. proceeds to Port Huron, where, on the 18th of March, assisted by Brothers J. Beach and T. French, of No. 25, he organized Huron Lodge No. 69. The following is the list of officers:

Master—T. W. Lord.
 V. Master—
 Rec. Sec'y—C. Raymond.
 Financial Sec'y—H. Kirby.
 Treasurer—W. J. Stewart.
 Trustees—Jas. Byrnes, Chairman.
 H. J. Parke,
 Warden—Wm. Fuller.
 Conductor—Geo. Grainger.
 I. Guard—Wm. Shunn.
 O. Guard—Thos. Puckpitt.
 Chaplain—
 P. Master—J. D. Bretnell.
 Magazine Agent—J. D. Bretnell.
 Insurance Agent—C. Raymond.

No. 64,

at Ellis, Kansas, on the line of the Kansas Pacific Railroad, a distance of 1,700 miles from No. 60, was organized by our G. S. & T., March 4th. This Lodge, like No. 60, is made up of the oldest firemen and hostlers of the line, and starts in with flattering prospects, with nineteen charter members, and a good show for many more. This Lodge is known as Loyal Lodge. They wish to return, through the columns of our MAGAZINE, their thanks to Division No. 141, B. of L. E., for the use of their hall, and the many acts of kindness shown them. This now gives us

every line in and out of St. Louis and Kansas City, and far into the Territories does the motto of the B. of L. F. now spread its good influences.

Important Notice.

Brothers of Nos. 4 and 5, your letters as to reports afloat on your lines, were opened on my return from Canada. I can only reply, *It is a put-up job on us all.* Beware, for it is a plot, which I will soon overthrow with undoubted proof, and to the satisfaction of all.

Your Brother,
W. N. SAYRE.

WE would be pleased to hear from the MAGAZINE Agents of Nos. 3, 8, 10, 12, 13, 17, 27, 30, 31, 32, 33 and 35.

BROTHER FERD. SNYDER, of No. 18, writes us that Friendship Lodge is increasing in membership, and that the boys are proud of the MAGAZINE.

GRAND MASTER WORTH is about to institute another Lodge in Missouri.

WE should like to have another poem from the contributor of the "Song of the P. & E. R. R.," in No. 4.

Withdrawals.

From No. 7 to join No. 62.—Homer Hutchens, F. Coon, Alex. Coopland.

BLACK LIST.

EXPELLED.

No. 1.—L. Gray, Tom Alby, non-payment of dues.

No. 4.—C. Tice, P. Van Piper, F. F. Ferry, Jas. Glasgow, non-payment Grand dues.

No. 7.—Lew. K. Gleason, Frank Coon, non-payment of dues.

No. 16.—Chas. Beckwith, defrauding Lodge.

No. 27.—E. C. Eckman, unbecoming conduct.

No. 29.—D. Brewster, non-payment of dues.

No. 45.—John Bowen, Jas. Burdett, non-payment of dues.

No. 47.—Jas. Dillon, non-payment of dues.

REINSTATED.

No. 7.—Alex. Coopland, Frank Coon.

Grand Lodge Officers.

W. R. WORTH.....	Grand Master,
Brookfield, Mo.	
JOHN BRODERICK.....	Vice Grand Master,
Hornellsville, N. Y.	
WM. N. SAYRE.....	Grand Sec'y and Treas'r,
Indianapolis, Ind.	
J. W. RICHARDSON.....	Grand Warden,
Louisville, Ky.	
C. W. BULLIS.....	Grand Conductor,
Grand Rapids, Mich.	
J. W. SINCLAIR.....	Grand Inner Guard,
Phillipsburg, N. J.	
L. M. HOLLOWAY.....	Grand Outer Guard,
Pittsburg, Penn.	
JAMES HUNT.....	Grand Marshal,
East St. Louis, Ill.	
MARION BARNHILL.....	Grand Chaplain,
Indianapolis, Ind.	

Grievance Committee.

W. R. WORTH.....	Chairman
J. BRODERICK.....	Assistant Chairman
WM. N. SAYRE.....	Secretary
M. B. FARRINGTON.....	North Platte, Neb.
F. B. ALLEY.....	Louisville, Ky.
W. C. BYERS.....	Cedar Rapids, Iowa
JAS. GORMAN.....	Oswego, New York
GEO. W. HEIDENTHAL.....	Port Jervis, New York
J. C. BARNARD.....	Urbana, Illinois

Officers of Insurance.

G. W. HEIDENTHAL, Pres't.....	Port Jervis, N. Y.
J. C. BARNARD, Vice-Pres't.....	Urbana, Ill.
W. N. SAYRE, Sec. & Treas.....	Indianapolis, Ind.

Finance Committee.

J. M. OATMAN, Chairman.....	Indianapolis, Ind.
CHARLES BOND.....	Indianapolis, Ind.
W. LARUE.....	Indianapolis, Ind.
C. T. RITCHIE.....	Urbana, Illinois
ROBT. T. EBBAGE.....	Terre Haute, Ind.

Executive Committee.

O. W. CUTLER, Chairman.....	Providence, R. I.
M. FRITZ.....	Buffalo, N. Y.
J. A. SHUFELT.....	Buffalo, N. Y.
D. E. ELLIOTT.....	New York City
H. H. CLAPP.....	Galesburg, Illinois
W. C. BYERS.....	Cedar Rapids, Iowa
R. V. DODGE.....	Chicago, Illinois
J. S. BEACH.....	Detroit, Michigan
J. BRAGO.....	Detroit, Michigan
M. W. CAMPBELL.....	Little Rock, Arkansas
G. C. WHITTECAR.....	Scranton, Penn.

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Monday evening at 7:30.
J. B. Fisher.....Master
E. G. Medrick.....Rec. Sec'y
M. Gould (Box 732).....Insurance Agent
L. D. Miller.....Magazine Agent
2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. E. Hall, on Main street.
H. D. Foster.....Master
J. E. Donevan.....Rec. Sec'y
H. W. Plummer.....Insurance Agent
H. W. Plummer.....Magazine Agent
3. JERSEY CITY, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove street, every Thursday at 8 p.m.
E. W. Davis.....Master
W. F. Derby.....Rec. Sec'y
Chas. Vallaur.....Insurance Agent
(Morris & Essex Eng. House, Hoboken, N. J.)
4. GREAT WESTERN, at Meadville, Pa. Meets 2d and 4th Sundays at 7:30, at M. and B. Hall, Water street.
K. D. Cobb.....Master
J. F. Huffman.....Rec. Sec'y
L. Williamson.....Insurance Agent
Samuel Quackenbush.....Magazine Agent
5. UNION, at Galion, Ohio. Meets every Wednesday evening.
A. Jenkinson.....Master
C. Bennett.....Rec. Sec'y
V. Schull.....Insurance Agent
Chas. Bennett.....Magazine Agent
6. DAYTON, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow streets, first Sunday of each month.
Frank States (19 Zeigler street).....Master
J. C. McCutcheon.....Rec. Sec'y
Chris. Sweetman.....Insurance Agent
Chris. Sweetman.....Magazine Agent
7. SCRANTON, at Scranton, Pa. Meets in Red Men's Hall, every 2d and 4th Sunday of each month.
M. Moran.....Master
S. D. Schooley.....Rec. Sec'y
G. C. Whittecar.....Insurance Agent
S. D. Schooley (Box 37).....Magazine Agent
8. JACKSON, at Vincennes, Indiana.
F. N. Schooley.....Master
W. P. Huffman.....Rec. Sec'y
9. FRANKLIN, at Columbus, Ohio. Meets in B. of L. E. Hall, 1st and 3d Tuesday nights of each month.
J. W. Tamplin.....Master
J. Q. Glenn.....Rec. Sec'y
J. Q. Glenn (Neil Avenue).....Magazine Agent
10. CLEVELAND, at Cleveland, Ohio.
D. T. Henderson.....Master
A. C. Burke.....Rec. Sec'y
D. T. Henderson.....Insurance Agent
(C. C. C. & I. Engine House.)
11. EXCELSIOR, at Phillipsburg, N. J. Meets every Sunday at Engineers' Hall.
O. Kidney.....Master
G. Williams.....Rec. Sec'y
W. Kechline (Box 136).....Insurance Agent
12. BUFFALO, at Buffalo, N. Y.
J. W. Aylesworth.....Master
A. L. Jacobs (543 S. Division st.).....Rec. Sec'y
J. H. Crossman.....Insurance Agent
(633 Swain street.)
13. MISSISSIPPI VALLEY, at East St. Louis, Ills. Meets 2d and 4th Sundays of each month.
Geo. McGarragan.....Master
J. L. Benedict.....Rec. Sec'y
Jas. H. Hunt.....Insurance Agent
14. EUREKA, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington street.
Jas. McGintey.....Master
M. Barnhill (Bee Line Shops).....Rec. Sec'y
Wm. Hugo.....Insurance Agent
M. Barnhill.....Magazine Agent
15. PACIFIC, at St. Louis, Mo.
Thos. Flaherty.....Master
Jas. Clough (3012 Sarah st.).....Rec. Sec'y
J. D. Rogers.....Insurance Agent
(Box 60, Chamois, Mo.)
J. F. Clough.....Magazine Agent
16. VIGO, at Terre Haute, Ind. Meets every Wednesday evening, at cor. Seventh and Main streets.
Robert Ebbage.....Master
E. V. Debbs (Box 104).....Rec. Sec'y
Wm. Davis (Box 522).....Insurance Agent
C. A. Bennett (Box 1074).....Magazine Agent
17. LEACH, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
M. Morgan.....Magazine Agent
18. FRIENDSHIP, at Fort Wayne, Ind.
B. F. Cooper.....Master
(P. Ft. Wayne & C. Eng. House.)
F. Snyder.....Rec. Sec'y
(P. Ft. Wayne & C. Eng. House.)
J. R. Anderson.....Insurance Agent
(P. Ft. Wayne & C. Eng. House.)
Ferd. Snyder.....Magazine Agent
19. HOPE, at Alliance, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
Wm. Nazor.....Magazine Agent
20. WESTERN STAR, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
O. D. Pratt (Box 588).....Insurance Agent
21. INDUSTRIAL, at South St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Insurance Agent

22. **CENTRAL**, at Urbana, Ill.
J. C. Barnard.....Master
Wm. Trenary.....Rec. Sec'y
M. W. Dwyer.....Magazine Agent
23. **LOUISVILLE**, at Louisville, Ky. Meets every Sunday.
Frank B. Alley (286 Wengel st.).....Master
J. W. Richardson.....Rec. Sec'y
J. W. Richardson.....Insurance Agent
(379 E. Jefferson.)
J. W. Richardson.....Magazine Agent
24. **H. G. RUST**, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
Wm. E. Brewer.....Insurance Agent
(Lock Box 550.)
Miles Grosvenor.....Magazine Agent
25. **PROVIDENCE**, at Providence, R. I. Meets every Monday night at Engineers' Hall.
A. P. Green (Box 1052).....Master
H. C. HOWARD (81 Smith st.).....Rec. Sec'y
A. P. Green (Box 1052).....Insurance Agent
E. H. Sanford (Box 1052).....Magazine Agent
26. **J. W. THOMAS**, at Nashville, Tennessee. Meets 1st and 3d Sundays in each month at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey.....Rec. Sec'y
(cor. W. Gay and Hines sts.)
Will Achey.....Magazine Agent
27. **HAWKEYE**, at Cedar Rapids, Iowa.
F. A. Davis.....Master
P. D. Eckman.....Rec. Sec'y
Ed. L. Day.....Insurance Agent
28. **ELKHORN**, at North Platte, Neb.
H. J. Clark.....Master
J. E. Phillips.....Rec. Sec'y
H. J. Clark.....Magazine Agent
29. **CHAMPION**, at Detroit, Mich.
J. A. Robertson.....Master
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Fort Gratoit, Mich.
Frank Clark (257 17th st.).....Magazine Agent
30. **HARMONY**, at Susquehanna, Dep.
James Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent
31. **FORT CLARK**, at Peora, Ill.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. **AMERICUS**, at Grand Rapids, Mich.
Charles Jewell.....Master
George H. Scott.....Rec. Sec'y
33. **CECIL FLEMING**, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
J. Jones.....Magazine Agent
34. **ORCHARD CITY**, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
L. H. Ingersoll.....Magazine Agent
35. **WASHINGTON**, at Elizabeth, N. J.
J. C. Cline (142 Marshal st.).....Master
A. C. Schenck (120 Broadway).....Rec. Sec'y
F. Wynkoop.....Magazine Agent
(Somerville, N. J.)
36. **TIPPECANOE**, at Lafayette, Ind. Meets every Sunday at 2 p. m., at Engineers' Hall.
C. E. Quaco.....Master
J. H. Brewer.....Rec. Sec'y
H. C. Ward.....Insurance Agent
C. E. Quaco.....Magazine Agent
37. **MOUNTAIN CITY**, at Altoona, Pa.
D. S. Long.....Master
J. Stonebraker.....Rec. Sec'y
F. J. Stone.....Insurance Agent
J. H. McMurray.....Magazine Agent
38. **KEY STONE**, at Pittsburg, Pa. Meets in Engineers' Hall, cor. Bidwell and Pennsylvania Avenue.
D. Larned (1038 Penn. Ave.).....Master
Burt E. Gove.....Rec. Sec'y
(134 Juniata st., Allegheny)
Burt E. Gove.....Magazine Agent
39. **NORTH STAR**, at Austin, Minn.
H. E. Day.....Master
J. J. Burns.....Rec. Sec'y
Wm. Chambers.....Magazine Agent
40. **BLOOMING**, at Bloomington, Ill.
Charles C. Hotchkiss.....Master
Charles Martin.....Rec. Sec'y
T. O'Neil.....Insurance Agent
T. O'Neil.....Magazine Agent
(902 W. Chestnut street.)
41. **FOX RIVER**, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
G. L. Cummings.....Magazine Agent
42. **MISSOURI VALLEY**, at Sedalia, Mo.
R. S. Sullivan.....Master
C. Schernowkie.....Rec. Sec'y
R. S. Sullivan.....Insurance Agent
L. D. Palmer.....Magazine Agent
43. **ST. JOSEPH**, at St. Joseph, Mo.
L. Mooney.....Master
Robert Yopst.....Rec. Sec'y
James Harwood.....Insurance Agent
44. **RELIABLE**, at Brookfield, Mo.
R. Cheney.....Master
W. R. Worth.....Rec. Sec'y
W. R. Worth (Box 13).....Insurance Agent
W. R. Worth (Box 13).....Magazine Agent
45. **ROSE CITY**, at Little Rock, Ark. Meets in Engineers' Hall, cor. Main and Second streets, every Sunday at 2:50 p. m.
M. W. Campbell (Lock Box 648).....Master
Wm. Barrett (Lock Box 648).....Rec. Sec'y
Joseph Schellhorn.....Insurance Agent
46. **CAPITAL**, at Springfield, Ill. Meets every Wednesday night at Engineers' Hall.
J. Mahoney.....Master
Jos. Henry.....Rec. Sec'y
L. Wisman.....Insurance Agent
(1201 West Chestnut street.)
J. H. Sincebaugh.....Magazine Agent

47. **TRIUMPHANT**, at Chicago, Ill. Meets 2d and 4th Sundays in each month, at 7 p. m., in Railroad Chapel.
R. V. Dodge (No. 12, 16th st.).....Master
P. G. Rich (65 E. Polk st.).....Rec. Sec'y
P. Furlong.....Insurance Agent
W. H. Gould & P. Furlong.....Magazine Ag'ts
48. **AMICITI**, at Harrisburg, Pa. Wm. Stimer (4th and Reily sts.).....Master
L. B. Clemson.....Rec. Sec'y
Chas. Gine.....Magazine Agent
49. **SPRINGFIELD**, at Springfield, Mass. H. C. Davis.....Master
C. O. Mansus.....Rec. Sec'y
C. O. Mansus.....Insurance Agent
C. O. Mansus.....Magazine Agent
50. **NEW YORK CITY**, at New York. Meets 1st and 3d Sunday mornings, and 2d and 4th Saturday Saturday nights in each month, at 869 Second avenue.
H. J. Heddon (616 Lexington ave.).....Master
H. E. Pepper.....Rec. Sec'y
L. J. Park (211 E. 46th st.).....Magazine Ag't
51. **FRONTIER CITY**, at Oswego, N. Y. A. L. Baldwin.....Master
Burt Lewis.....Rec. Sec'y
M. Gorman.....Magazine Agent
52. **GOOD WILL**, at Logansport, Ind. J. S. Cool.....Master
M. Wallace.....Rec. Sec'y
C. D. Cool.....Magazine Agent
53. **FIDELITY**, at Sunbury, Pa. John Pittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y
54. **ANCHOR**, at Moberly, Mo. Meets 1st and 3d Sundays in each month at I. O. O. F. Hall.
Frank P. Wilcox (L. Box 580).....Master
J. Hyndman.....Rec. Sec'y
J. A. Chapman.....Insurance Agent
F. Wilcox.....Magazine Agent
55. **BLUFF CITY**, at Memphis, Tenn. Meets every Sunday at 2 p. m. at Engineers' Hall, Adams street.
P. Powers.....Master
O. B. Hanes.....Rec. Sec'y
56. **TOPEKA**, at Topeka, Kan. Meets at Odd Fellows' Hall 1st and 3d Sundays of each month.
George Scott.....Master
J. R. Geheen.....Rec. Sec'y
Charles Mellroy.....Magazine Agent
57. **BOSTON**, at Boston, Mass. Meets 1st and 3d Sundays of each month, at 10:30 a. m., and 2d Wednesday at 7:30 p. m., in Engineers' Hall, 47 Hanover street.
L. L. Parker, Jr.....Master
(70 Cambridge street, E. Cambridge, Mass.)
B. F. Dean (Box 64, E. Boston).....Rec. Sec'y
L. L. Parker, Jr.....Magazine Agent
58. **STAR**, at Hoboken, N. J. Meets every Sunday at 2 o'clock, and 4th Thursday of each month, at No. 27 Washington Terrace.
E. Sturges.....Master
B. P. Bullock (91½ Garden st.).....Rec. Sec'y
59. **ASHLEY**, at Ashley, Pa. J. M. Peck.....Master
A. E. Detoro.....Rec. Sec'y
Joseph Bennett.....Insurance Agent
Joseph Bennett.....Magazine Agent
60. **UNITED**, at Philadelphia, Pa. W. R. Roberts (256 Diamond st.).....Master
J. S. Bodey (416 W. Norris st.).....Rec. Sec'y
Robert Deary.....Insurance Agent
(North Pennsylvania Eng. House.)
Robert Deary.....Magazine Agent
61. **MINNEHAHA**, at St. Paul, Minn. R. Peel (183 Exchange street,).....Master
W. Hubbs (St. P. & P. Shops).....Rec. Sec'y
R. Peel (183 Exchange st.).....Magazine Agent
62. **VAN BERGEN**, at Carbondale, Pa. Meets in Engineers' Hall every Tuesday night.
E. McCawley.....Master
John Brydon.....Rec. Sec'y
O. E. Histed.....Insurance Agent
A. Hoyle.....Magazine Agent
63. **HERCULES**, at Danville, Ill. W. A. Pickering.....Master
J. A. Bain.....Rec. Sec'y
L. Brownold.....Insurance Agent
J. A. Bain.....Magazine Agent
64. **LOYAL**, at Ellis, Kan. Meets in B. of L. E. Hall.
W. H. Hamilton.....Master
W. H. Cook.....Rec. Sec'y
W. H. Hamilton.....Magazine Agent
(Box 16, Brookville, Kan.)
65. **ISLAND CITY**, at Brockville, Ontario, (Canada). Meets 2d and 4th Sundays in B. of L. E. Hall.
A. E. Pennock.....Master
W. H. Stewart.....Rec. Sec'y
W. H. Stewart.....Insurance Agent
W. H. Stewart.....Magazine Agent
66. **CHALLENGE**, at Bellville, Ont. (Canada.) Meets 2d and 4th Sundays in B. of L. E. Hall.
T. McDermott.....Master
James Cummins.....Rec. Sec'y
F. Lorenger.....Insurance Agent
Wm. Smith.....Magazine Agent
67. **DOMINION**, at Toronto, Can. Meets every 1st and 3d Mondays at 7:30 p. m., in B. of L. E. Hall, Dunn's Block, Queen street.
Charles Pope.....Master
(26 Little Richmond st.)
Wm. Prenter.....Rec. Sec'y
(375 W. Adelaide st.)
George Shields.....Magazine Agent
(16 Ester st.)
68. At Garrett City, Ind. Organizing.
69. **HURON**, at Port Huron, Mich. T. W. Lord.....Master
(Box 13, Ft. Gratoit, Mich.)
Charles Raymond.....Rec. Sec'y
(Box 13, Ft. Gratoit, Mich.)
C. Raymond.....Insurance Agent
(Box 13, Ft. Gratoit, Mich.)
J. D. Brentnell.....Magazine Agent
(Box 13, Ft. Gratoit, Mich.)
70. ———, at Albany, N. Y.

THE BROTHERHOOD MAGAZINE.

DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN

Vol. 1.

MAY, 1877.

No. 6.

THE SWITCHMAN'S STORY.



ONE of the many old sayings is, "Of two evils choose the least." "I have told my story a good many times, and I suppose I always begin the same way. Well, I was telling it once to a swell fellow who was a scholar, and he stopped me right at the outset by saying, "Bad grammar, switch-tender; bad grammar!"

"Bad what?" I said.

"Bad grammar," he said. "You see, you should never say *hof* two hevils choose the *least*; *least* is sooperlative, and hin comparing two things you should use the comparative, and the word in this case is *less*. Hof two hevils, choose the *less*."

"Well," I said; "if you like grammar better than my story, all right. I won't tell it."

"Now, don't be a blarsted fool, switchman," says the Hinglishman—for he was a John Bull; "go hon with your story, and blarst the grammar."

"Hall right," I said, and I told him what I'm going to tell you:

"I need not say this is a small way-station; you can see it is, if you look around. We've only got one small side-track, enough to hold two short trains."

"That's about all we want here, and no room left over."

"You see the mixed freight train used to come at 9 p. m., and the way passenger at 9:10, both bound East, and at 9:40 the lightning express East passed them both right here."

"The way freight was sometimes late, and then we had to move quick to get both trains snug in the side-track, out of the way of the express."

"We hadn't these target signals then, which I can kick up five hundred yards off to stop a train, if it isn't all right for her to come in; and, as we are on the bend of a curve, trains used to come right in without much warning."

"Well, on the night I'm speaking about, the mixed was on time, and took her place at the west end of side-track, leaving room for the way passenger to back in the east end, so she could follow straight out without any backing after the lightning express was gone."

"That was the way they always worked."

"Well, the way came in about twenty minutes late, ten minutes ahead of the time of the lightning express."

"Jim Williams, the conductor, jumped off just opposite my switch-box, and says he, 'The lightning's about forty minutes late, and I guess I'll just go and get a bite o' somethin', for I'm powerful hungry; it'll be time eno' to switch her when I come back;' and off he went to get his tea."

"When he had gone, I did not

half like it—leaving the way on the main-track, although he said the lightning was forty minutes late; so I went up to the engine to ask the engineer to take the side-track, but he had gone to tea, too; and the fireman said he would not move; it was all right, the express was forty minutes late.

"As I went by the rear car, which was full of passengers, I thought I'd get my wife and boy out to stay in the switch-box until the way passenger was ready to quit; for they were going a bit along the road that night to visit some friends. But my little Sammy was asleep in his mother's lap, bless him! so I left 'em where they was.

"Still, somehow, I didn't half like leaving the way on the main-track on the time of the express. I had only Jim Williams' word for it that she was forty minutes late.

"You see we had no telegraph here. Besides, it was agin the rules.

"I looked anxious toward the shanty where Jim and the engineer were getting their tea. I wished they'd come just right along and take that train into the side-track, but they didn't come; and the thought of what might happen if they didn't come mighty soon made me sweat, although it was a cold night.

"Well, I'd worked myself up to some state, when I thought I heard a kind of rumbling, but directly after I could not hear it. I had some idea of running as far as I could with my lamp to stop the express; but if I did stop her, I knew Jim Williams would be discharged, and if Jim came out and switched his train off, while I was away stopping the express without cause, I should lose my place. So I stopped right at the switch, with one eye on the light in the shanty window, and another up the track. I have wished ever since that I had done as I was a mind to; but it's no use wishing now.

"I was just wondering why them fellows took such a heap o' time over their tea, and thinking Jim must have been powerful hungry, when I heerd a noise as made my blood run cold. She was coming, and no mistake! and so quiet, the night being

kind o' heavy, that when I noticed her round the curve she was right on us, so to speak.

"Same time I saw a light along the road from the shanty—Jim and the engineer coming at last. They got out on the track and were walking down quiet toward their train, and didn't seem to hear what I heard.

"I ran up the track, shouting to look out for the lightning, and then back again to this switch, and when I got there I hadn't much time to think. She was about two hundred yards off, and running like mad to make up time.

"What was I to do?

"The switch was standing for the side-track, so that the lightning would run into the mixed.

"I turned it convulsively for the main-line.

"She was getting nearer.

"I thought of my wife and boy, and again turned it for the side-track.

"Terror-stricken, I turned it again, and was reversing it once more, when I was struck with a heavy blow and knocked up against this switch-box senseless.

"They found me there; and when they threw water on me and brought me round, I heard an awful crash—the collision that had occurred half an hour before.

"You may say that's strange, but it's true.

"The first faces I saw were my wife's and boy's bending over me, and holding up my shattered arm.

"Then I thanked God that the crowd of passengers in the rear car of the way were not killed.

"There were oil cars on the mixed. After the collision they took fire, and the train was burned up.

"The engineer of the lightning jumped; he it was as knocked me up agin the switch-box.

"The fireman jumped too, and they were both badly hurt, but came round all right in time.

"The bodies of Jim and the engineer were found on the track. They must have stumbled and been run over by the express.

"But the queerest thing of all was, when the Directors examined into it, they donated me a hundred dollars, and paid my wages till I was able to

switch again, which, you see, I can do very well with my stiffened arm.

"Perhaps they thought of the two evils I had done the least, or the *less*, as that blarsted Hinglishman says."

THE FIRST MAN.

Some repairs were needed to the engine when the train reached Reno, and while most of the passengers were taking a philosophical view of the delay and making themselves as comfortable as possible in the depot, in walked a native. He wasn't a native Indian, nor a native grizzly, but a native Nevadan, and he was rigged out in imperial style. He wore a bearskin coat and cap, buckskin leggings and moccasins, and in his belt was a big knife and two revolvers. There was lightning in his eye, destruction in his walk, and as he sauntered up to the red-hot stove and scattered tobacco-juice over it, a dozen passengers looked pale with fear. Among the passengers was a car painter from Jersey City, and, after surveying the native for a moment, he coolly inquired:

"Aren't you afraid you'll fall down and hurt yourself with those weapons?"

"W-what!" gasped the native in astonishment.

"I suppose they sell such outfits as you've got on at auction out here, don't they?" continued the painter.

"W-what d've mean—who ar' you?" whispered the native, as he walked around the stove and put on a terrible look.

"My name is Logwood," was the calm reply, "and I mean that, if I were you, I'd crawl out of those old duds and put on some decent clothes."

"Don't talk that way to me, or you won't live a minit!" exclaimed the native, as he hopped around. "Why, you homesick coyote, I'm Grizzly Dan, the heaviest Indian fighter in the world! I was the first white man to scout for Gen. Crook! I was the first white man in the Black Hills! I was the first white man among the Modocs!"

"I don't believe it," flatly replied

the painter. "You look more like the first white man down to the dinner table."

The native drew his knife, put it back again, looked around, and then softly asked:

"Stranger, will ye come over behind the ridge and shoot and slash till this thing is settled."

"You bet I will!" replied the man from Jersey, as he rose up. "Just pace right out and I'll follow."

Every man in the room jumped to his feet in wild excitement. The native started for the door, but when he found the car painter at his heels, with a six-barrelled Colt in his hand, he halted and said:

"Friend, come to think of it, I don't want to kill you and have your widow come on me for damages."

"Go right ahead—I'm not a married man," replied the painter.

"But you've got relatives, and I don't want no law-suits to bother me just as spring is coming."

"I'm an orphan, without a relative in the world!" shouted the Jerseyite.

"Well, the law will make me bury you, and it would be a week's work to dig a grave at this season of the year. I think I'll break a rib or two for you, smash your nose, gouge out your left eye, and let it go at that!"

"That suits me to a dot!" said the painter. "Gentlemen, please stand back, and some of you shut the door to the ladies' room!"

"I was the first man to attack a grizzly bear with the bowie knife," remarked the native, as he looked around. "I was the first man to discover silver in Nevada. I made the first scout up Powder River. I was the first man to make hunting-shirts out of the skins of Pawnee Indians. I don't want to hurt this man, as he seems kinder sad and down-hearted, but he must apologize to me."

"I won't do it!" cried the painter.

"Gentlemen, I never fight without taking off my coat, and I don't see any nail here to hang it on," said the native.

"I'll hold it—I'll hold it," shouted a dozen voices in chorus.

"And, another thing," softly continued the native, "I never fight in a hot room. I used to do it years ago, but I found it was running me into the consumption. I always do my fighting out doors now."

"I'll go out with you, you old rabbit-killer!" exclaimed the painter, who had his coat off.

"That's another deadly insult, to be wiped out in blood, and I see I must finish you. I never fight around a depot, though. I go out on the prairie, where there is a chance to throw myself."

"Where's your prairie—lead the way!" howled the crowd.

"It wouldn't do any good," replied the native, as he leaned against the wall. "I always hold a ten dollar gold piece in my mouth when I fight, and I haven't got one to-day—in fact, I'm dead broke."

"Here's a gold piece!" called a tall man, holding up the metal.

"I'm a thousand times obleeged," mournfully replied the native, shaking his head. "I never go into a fight without putting red paint on my left ear for luck; and I haven't any red paint by me, and there isn't a bit in Reno."

"Are—you—going—to—fight?" demanded the car painter, reaching out for the beaver skin cap.

"I took a solemn oath when a boy never to fight without painting my left ear," protested the Indian killer. "You wouldn't want me to go back on my solemn oath, would you?"

"You're a cabbage, a squash, a pumpkin dressed up in leggings!" contemptuously remarked the car painter, as he put on his coat.

"Yes, he's a great coward," remarked several others, as they turned away.

"I'd give ten thousand dollars for ten drops of paint!" shrieked the native. "Oh! why is it that I have no paint for my ear when here is such a chance to go in and kill!"

A big blacksmith from Illinois took him by the neck and run him out, and he was seen no more for an hour. Just before the train started, and after all the passengers had taken seats, the "first man" was seen on the platform. He had another bowie-knife, and had also put

a tomahawk in his belt. There was red paint on his left ear, his eyes rolled, and, in a terrible voice, he called out:

"Where is that man Logwood? Let him come out here and meet his doom!"

"Is that you? Count me in!" replied the car painter, as he opened a window. He rushed for the door, leaped down, and was pulling off his overcoat again, when the native began to retreat, calling out:

"I'll get my hair cut and be back here in seventeen seconds. I never fight with long hair. I promised my dying mother not to."

When the train rolled away he was seen flourishing his tomahawk around his head in the wildest manner.

Fastening Boiler Tubes.

The *Engineer*, of a recent date, says: "Messrs. Augustus Westwood & Co., of West Brunswick, are now introducing an improvement in flue tubes, which appears to be worth the notice of all who have anything to do with the construction or working of tubular boilers. The invention consists of cone rings or washers, brazed, soldered or drawn on the end of the tube; the largest diameter of the smallest ring 1-16 inches smaller than the small end of the large ring, so allowing the tubes to pass through the first hole with perfect ease; the tubes are then drawn into their places drift fashion, and expanded with an ordinary tube expander. The advantage claimed for the use of these tubes is that the tubes can be taken out and replaced in one hour, for the cleaning and repairing of boilers, this may be repeated from eight to twelve times without injury to the tube." The *Engineer* does not say whether these fastenings can be employed for the tubes of locomotive boilers. If they can be, and what is stated is true, that the tubes can be taken out and replaced in an hour without injury to the tubes, it will be an invention of very great value in some sections of the country where the water is so excessively bad, and where incrustation is so great an evil.

HUMOROUS.

The Danbury *News* is responsible for the following:

Two men were sitting together in a smoking-car, on the Danbury Railroad, the other morning, when one of them observed to the other:

"I lost a likely a colt as you ever saw, last winter."

After a pause, the addressed party inquired:

"Did it die?"

"Die!" repeated the loser, somewhat resentfully, "How could I 'ave lost it if it hadn't died?"

"I didn't know but it slipped through a crack in the floor," said the other man, in an injured tone.

Both lapsed into silence after that.

"Does your sister Annie ever say anything about me?" asked an anxious lover of a little girl. "Yes," was the reply, "She said if you had rockers on your shoes they'd make such a nice cradle for my doll."

Some one says: "If in conversation you think a person wrong, rather hint a difference of opinion than offer a contradiction." This is good advice. By following it how many, oh, how many, would now be wearing around a straight nose instead of a winding one!"

Some one in the *Christian Union* is giving some very amusing reminiscences of the Puritan ministry of New England. Among his stories is one of old Parson C—, of Bedford, in Revolutionary times. He was very quaint and homely, not to say irreverent in his prayers. His people requested him on one occasion to pray for rain, which he did thus: "O, Lord, thou knowest it is very dry in these parts. O, Lord, the grass is all dried up till it looks like red foxes' tails, and the grasshoppers sit on the fence-rails crying, crying, crying, and the cattle go Loo, loo, (suiing his sound to the sense,) and we pray thee, O, Lord, to uncork the bottles of heaven and send us rain." The good parson's prayer was answered directly by a tremendous rain, which flooded the country, washed away mill-dams,

and tore up things generally. The parson returned thanks in this style: "O, Lord, we prayed thee for rain, and that thou wouldst uncork the bottles of heaven; but, O, Lord, we didn't pray to leave the corks out." His parish took great umbrage at his style of praying, and held a meeting to sever his relation with them. Parson C. was present, apologized and confessed with great humility, and assured them that the prayer business would give them no more trouble. As they had nothing else against him, they forgave him, and requested him to close the meeting by prayer, which he did: "O Lord, we pray thee that we all, pastor and people, may jog along together in harmony through this vale of tears, and afterwards be permitted to hitch our horses together in the horse-sheds of salvation on high!"—He left.

An American lady who had been visiting friends in Canada, crossed the St. Lawrence river at Cape Vincent, recently, and courteously invited the customs officer to examine her baggage. "There is nothing but wearing apparel in the trunk," she remarked with a pretty smile. The officer unlocked the largest trunk, and, pushing aside a heap of stockings and overturning a layer of dress materials, pounced upon a dozen bottles of French brandy. "Do you call this wearing apparel?" he asked sternly. "Why yes," replied the lady, "they are my husband's nightcaps."

A TUNNEL through the Pyrenees will place France and Spain in railroad communication by the 1st of January, 1878. The work has been several years in progress, and will save twelve hours of tedious diligence riding between Perpignan and Barcelona. Next year travelers will be able to travel by rail from Paris to Malaga, almost without change of cars.

L. H. CLARK, late Chief Engineer of the Illinois Central Railroad, has been appointed Chief Engineer of the Lake Shore Road.

Instructions to Disobey Rules.

According to the *Railway Service Gazette*, in England "an Inspector and Superintendent were visiting a station to improve the regulation of the traffic, and made a suggestion to the signalman, which he thought dangerous. 'If anything happens,' said he, 'what then?' 'Oh, you must not say we told you,' was the cool reply. The signalman very properly refused to make the alteration without a written order, which they refused to give him, and went off. But suppose he had been less vigilant, and an accident had occurred, it is quite evident the blame would have fallen on the wrong person. Meanwhile, another signalman, a few miles off, has been fined £1 for giving 'line clear' before seeing the tail of the train. The public are concerned in seeing all regulations concerning safety duly enforced, but it is not satisfactory to know that sub-officials may be making alterations on their own authority in secret, while the unfortunate men are made to run the risks and also to bear the blame."

Daring Attempt at Mail Robbery.

One of the most daring attempts at robbery that has been recorded for some time happened last evening on the mail car attached to the Chicago express that arrived here at 10:10 p. m. The mail car is divided in three partitions—one used for sorting the mail, another for receiving it, and the third for storing the through mail. In this last partition is a closet, and there is generally no light in this department. This part of the car was next to the baggage-car, and it was through the door at this end the would-be robber and murderer entered. After leaving Syracuse, and about two miles east of Weedsport, as one of the clerks, C. H. Gallup, of Poughkeepsie, entered this division, he was suddenly seized by some unknown individual and thrown to the ground. While on the floor the man placed his knee on his chest and quick as thought drove a knife he held in his hand, as he supposed, twice into the prostrate man's breast, directly over

the region of the heart. Fortunately, in the breast pocket of Mr. Gallup's coat was a small leather account-book, and, although the force of the blow was sufficient to penetrate through the clothing and book, the knife did not enter the flesh. Involutionarily Gallup threw up his left arm as if to ward off the blow, and the knife on being drawn out cut through the sleeve of the coat, and made two ugly gashes in his arm.

After drawing the knife out, the assassin, thinking he had no doubt accomplished his murderous intention, released his victim and made for the door. The wounded man, however, sprang up, and, drawing his revolver, fired at him. The cartridge did not explode, but just as he was passing through the door Mr. Gallup seized one of his coat tails, and the door slamming to at the time, caught the cloth and held the intruder fast. Without waiting to investigate matters, he cut the coat tail loose, and although the train was running at the rate of twenty-five miles an hour, without any hesitation jumped from the platform and was lost in the darkness.

An examination of the place where the stranger had concealed himself, revealed a complete set of burglars' tools, such as a jimmy, nippers, brace and bit, saw, keys and files. As the door of the car is always kept locked, some curiosity was excited to know how he effected an entrance, and it was soon ascertained that one of the keys fitted the lock. Fresh marks of a file were shown on it, and the inference was drawn that he must have stood on the platform and filed the key until it fitted the lock. How long he had been concealed in the car is not known.—*Rochester Union, March 27th.*

The Testing of Railroad Material.

The Aurora (Ill.) Beacon says: "The Chicago, Burlington & Quincy Company have adopted a method since the first of the year requiring all material, of any and every kind, to stand a thorough practical and scientific test before such material is issued to the locomotive, car or track

depots. All boiler material is tested by bending while cold, which it must do without showing a flaw, and by getting the tensile strength of every sheet. Every sheet of iron for fire-box use must stand a tensile strain of 60,000 lbs. per square inch. Every sheet of boiler material, not for fire-box use, must stand a strain of 55,000 lbs. per square inch. Every sheet of steel for fire-box use must stand a tensile strain of 70,000 lbs. per square inch, and no sheets of iron can be issued from the store without being marked 'Tested, O. K.' All 'stay-bolt iron' must stand 60,000 lbs. per square inch, and bend double cold without showing any flaw, and a bolt $\frac{3}{4}$ of an inch in diameter must bend double cold, with a thread cut on it, without showing cracks more than $\frac{1}{3}$ of an inch in depth. All common bar iron, whether round or flat, must bend double cold without showing a flaw deeper than $\frac{1}{8}$ of an inch, and bend double red hot without showing any tendency to 'red shortness.' All flues or boiler tubes must be of maker's weight, not less than No. 13 (wire gauge) in thickness, nor greater than No. 11; must caulk into a flue sheet without cracking or showing any seams in iron; must flat down and bend double cold without showing any flaw or crack, either across or lengthwise of flue, and must show a homogeneous material when subjected to an acid bath."

On the morning of April 4, express train No. 2, eastward bound, collided with a special freight train about a mile from Cascade, near Summit, on the Central Pacific Railroad. Each train was drawn by two engines. The collision occurred in a snow shed. The engines were forced on top of each other, the rear end of the truck of the first engine on the passenger train, and the front end of the second engine on the same train protruding through the roof of the shed. The shock of the collision threw passengers and train men in every direction, but none of the former suffered broken bones, although several were badly bruised. George Burt, engineer of the first

locomotive on the express train, was killed, and his fireman, John Wright, was badly scalded. John Warren, engineer of the second engine on the express train, was severely scalded, and died shortly after the collision, as did also his fireman, Frank Maxwell, who was crushed. Both engines of the express train and the first engine of the freight train were badly broken; otherwise no serious damage was done to either train.

On the Western Division of the Pittsburgh, Fort Wayne & Chicago Railroad, a chemist has been employed for about six months in analyzing the water at different stations. It was found, as is probably the case on nearly all railroads, that the water at each station had its own peculiar characteristics, and therefore that no compound could be effective in cleaning the boilers. A system of ponds for collecting surface water is to be adopted.

Sold at Public Sale.

The Wilmington & Seaside road was sold at public sale in Wilmington, N. C., last month, and the road-bed and franchises were bought by Mayor Canaday, of Wilmington, for \$3,000. The same gentleman bought the equipment, and intends to continue the road in operation.

The Gulf, Western Texas & Pacific road was sold April 4, under a decree of foreclosure granted by the United States Circuit Court. It was bought for \$100,000 by Mr. Charles Morgan, who has always held a controlling interest in it. The road is in operation from Indianola, Tex., to Cuero, 80 miles.

Pursuant to notice the Peoria & Rock Island road was sold at public sale April 4, under the decree of foreclosure granted by the United States Circuit Court. The sale was made subject to a mortgage for \$150,000 and to a contract by which the Coal Valley Mining Company receives a royalty on all coal passing over the road. It was bought for \$550,000 by R. R. Cable, of Rock Island, representing the bondholders' committee. The road is 91 miles long, from Rock Island to Peoria, Ill.

CUPID SCHOOLED.

When she was as gay as a linnet,
And I was as fresh as a lark,
Never a day but some minute
We met betwixt dawning and dark.

"Katie, and when shall we marry?"
"Marry?" she said with a sigh—
"That's cake and ribbons on Monday,
And sorrow ere Saturday's by."

You are as lean as a lizard.
I am poor as a mouse;
Nothing per annum, paid quarterly,
Hardly finds rent for a house.

'Love and a crust in a cottage—'
Capital! just for a pair;
What if the hut should grow populous?
How would the populace fare?

Oh, ay! the uncle you reckon on—
Gonty, and rich, and unwed—
Dick! they wait ill, says the adage, who
Wait for the shoes of the dead.

Ah! If I loved you, I'd risk it!
'That's what you're thinking, I guess.
Why, I would risk it to-morrow—
Dick, if I cared for you less!'

Love's apt to fly out at window
When poverty looks in at door;
Rather I'd die than help banish him,
Dick, just by keeping you poor.

Kiss me! you'll look in on Sunday?
Won't my new bonnet be brave?
June at its longest and leafiest—
My! what a ramble we'll have!

Bye-bye! There's grandmother waiting
Patient at home for her tea.
Dick, if you wouldn't wed both of us,
You must be patient for me!

Showers, if they ruffle its foliage,
Freshen the green of the grove.
True lovers' tiffs, said old Terence, are
Only fresh fuel to love.

If I flung off in a passion—
If she crept in for a cry—
Sunday came smiling and settled it.
Katie was wiser than I.

Love's but a baby that, passionate,
Cries to be mated at birth.
Time isn't lost if it teaches you
What a good woman is worth.

What if the waiting was wearisome?
What if the work-days were drear?
Time, the old thief, couldn't rob us of
Fifty-two Sundays a year.

How long was liberty coming?
Long enough—ever her way:
Lustrum, or decade, or century—
What does it matter to-day?

Nunky died single at sixty;
Granny at eighty or so;
Well, we didn't weep long for 'em,
'Twasn't in nature, you know.

Grannies and uncles are liable
All to die some day, that's clear;
Sorrow finds wonderful comfort in
Five or six hundred a year.

And lovers may marry at forty,
Ay, and live happy to boot;
Though Phillis be grey as a badger,
And Corydon bald as a coot.

—BLACKWOOD'S MAGAZINE.

H. K.

The Boston & Albany Company
has made a general reduction of the
working force at the shops and sta-
tions all along the line, the number
discharged being over 300 men.

THE Suspension Bridge at Niagara
Falls is reported, after a thorough
examination, to be entirely safe.
Out of 1,450 wires constituting the
four large cables, only ten of the
minor ones were found corroded,
and they have been replaced by new
ones. No time has yet been set for
the resumption of traffic, as a formal
examination by practical engineers
will soon be made.

How a Chinaman Caught a Ticket Agent.

It is probably known to most of
our readers that silver coin is at a
discount in California just now, and
it is customary to demand gold when
the amount is over \$10, which ex-
plains the following from the San
Francisco *Bulletin*:

"Too muchee smartee" was what
the moon-eyed child of the Orient
said to the ticket-seller at the wharf,
when gold was demanded for three
tickets to Stockton, at \$3.50 each,
making \$10.50. "Too muchee
smartee; you no cachee gold allee
time." "Yes, John, I must have
gold for these tickets—ten dollars
and a half. Come out!" "How
muchee one ticket?" "Three dol-
lars and a half." "Allee light; me
takee one," and he paid his three dol-
lars and a half in silver; then
bought another one and paid three
dollars and a half in silver, and
bought a third in the same way, hav-
ing paid out ten dollars and a half in
silver without showing any gold.
With a look of triumph the mild-
eyed son of Confucius gathered in
his last ticket, and said, "Too
muchee smartee."

Editorial.

The Brotherhood

Our Order has been unusually prosperous within the past six months, during which time we have succeeded in establishing about thirty new Lodges, with an average membership of sixty to a Lodge. Our Brothers are arousing to a sense of duty, and it will not be long until they will have every good fireman enrolled in the Brotherhood. What we now want, is a little encouragement from our railway officials. Certainly an Order aiming at the improvement of the morals of its members, encouraging sobriety and aiding each other in times of accident and need, ought to be more closely recognized by our officials. The Brotherhood of Locomotive Firemen is an advantage to every railway company, as it requires its members to be dutiful, sober and attentive to the interests of those for whom they are employed, as well as their own. Our motto, Benevolence, Sobriety and Industry, should in itself be a guarantee to the outside world of the objects we have in view, and while we are advocating these principles, we are fitting ourselves for competent and reliable engineers, which is a great benefit to the public at large. While we are thus engaged, we are rearing our members to positions in society that may be a credit to their fellow-beings.

Important Discovery.

MR. BARFF, Professor of Chemistry to the Royal Academy, England, has recently made a remarkable discovery, which, a writer in the *London Times* says, "will prove to be of enormous value, and, indeed, render

all kinds of ironwork, however much exposed to weather or corrosive vapors or liquids, practically indestructible and everlasting." The discovery is thus described:

"Magnetic, or black oxide, consists of three times fifty-six parts by weight of iron, and four times sixteen parts by weight of oxygen. Professor Barff has discovered that if any iron article is exposed, at a high temperature, to the action of superheated steam, it will become covered by a thick film of this black oxide, of a thickness which is determined by the degree of temperature and by the length of exposure. The oxide is harder than the original iron, and adheres to it even more firmly than the particles of iron adhere to each other, so that there is a gain not only in chemical, but also in mechanical resistance. If the operating chamber is heated only to five hundred degrees, Fahrenheit, and the exposure is continued for only five hours, a surface is obtained which will resist emery paper for a considerable time, and which will not rust within doors, or after any moderate degree of exposure to moisture. If the oxidizing process is conducted at 1,200 degrees, Fahrenheit, and continued for six or seven hours, the surface will resist a rasp, and will bear any amount of exposure to weather. The oxidation does not affect the appearance of the surface in any other way than by turning it black."

The writer we have been quoting from in the *London Times*, also says:

"Such things as bolts, rivets, screws, door-handles, gun-barrels, water-pipes, railing-heads, cast-iron saucepans, and other articles too numerous to mention, have been left for six weeks of the recent wet weather upon a lawn at Bayswater, and at the expiration of that time were taken up absolutely unchanged, and without a speck of rust except upon parts which were left, either by design or accident, without protection. One of the specimens shown to the Society of Arts, was a long bolt, from half the length of which Professor Barff had cut away the coating of black oxide before leaving the bolt on the lawn. The scraped portion was covered by a considerable thickness of sesquioxide, but the coated part had remained unchanged, and it was impossible to raise the film of black oxide at the line of demarcation. The film was an integral part of the iron itself.

"Among the most valuable and important of the probable applications of the invention will be the protection of steam boilers and of

the plates of iron ships; and Professor Barff hopes that by certain arrangements it will be possible to operate upon very large manufactured articles without its being necessary to provide a heating chamber large enough to contain them. The applications seem almost without number; the process will be conducted at very small cost, and it will probably be employed, at no distant time, for iron goods of every description. Not only so, but it will extend the application of iron itself to several purposes for which its liability to rust has hitherto rendered it unsuitable. Copper vessels will no longer possess any advantages for cooking, and iron saucepans will no longer need to be tinned. Lead pipes, for the conveyance of water, will, in all probability, be entirely superseded, and there can be no doubt that new uses for incorrodible iron will every day suggest themselves."

This is an experiment that seems even more important than the toughening of glass by heating it in oil, a process recently contributed to the world by a French chemist. The two discoveries seem to be quite in the same direction.

History of the Steam Engine.

Papin, of France, was the first (in 1690) to operate a piston by steam, which acted only on one side of the piston. He, also, invented the safety-valve. He was born in 1650, died 1710. Savery, in 1697, first employed steam power in doing useful work. His piston, like Papin's, took steam on one side only, the pressure of the atmosphere being admitted to the other side. James Watt was the first to make the complete steam engine, or the existing forms in which steam acts on both sides of the piston. He, also, made the steam condenser, the governor, the walking-beam, applied the fly-wheel, and nearly all the parts of the modern engine. He was born 1736, died 1819. He made a rotary steam engine in 1782, and patented a locomotive engine in 1784. In 1804, Trevithick and Vivian operated a

locomotive which traveled five miles an hour with a load of ten tons. Cook, in 1808, used fixed engines and ropes to draw railway cars. Blachett and Hedley, in 1813, discovered that smooth locomotive wheels might be used on railways, instead of toothed wheels and toothed rails before required. Geo. Stephenson, in 1825, made railway locomotion successful by adapting the locomotive to variable speeds and loads, by means of his blast-pipe, and by introducing the tubular boiler, which latter was suggested to him and invented by Booth, in 1829. October 6th, 1829, the famous competitive trial of locomotives on the Liverpool & Manchester Railway took place, which established the superiority of Stephenson's locomotive, and inaugurated the art of railway communication.

THE gross earnings of the Louisville & Nashville road for March were \$412,982.63, an increase of \$38,865.87 over the corresponding month last year.

THE American Railway Master Mechanics' Association holds its annual convention at St. Louis on Tuesday, May 15.

THE annual convention of the Master Car-Builders' Association will be held at Cleveland, on Wednesday, the 13th of June.

THE track-walkers on the Delaware & Bound Brook Railroad have discovered two attempts recently to wreck trains at the switch over the culvert at Palmer's Station. The scoundrels have fitted horseshoes into the switch in such a way that the engine would ride up over the rails. A wreck at that point would be very disastrous.

[For the B. of L. F. Magazine.]

THE WABASH BOYS.

I will tell you of the Wabash, it's always up in style,
From Lafayette to Danville, almost fifty miles;
The engineers, I'll tell you their names, although they may seem odd—
You will find on "76" a man called Andy Dodge.

And there is old man Callin, that runs the "64,"
But since he run her in the ditch, he runs her now no more.
There's one that pulls the fast line, I'll not pass him, by the way,
He runs the "77," and his name, why 'tis Chad Holliday.

And there is old man Allen, I'll tell you of him quick,
He's always in good humor when on the "96."
And there is Sam Quacco, I think it's not too late.
He never cracks a smile, but he runs the "98."

There is another nice old man as ever need to be,
He pulls trains Nos. 4 and 5, and runs the "73."
He's a good B. of L. E. man, I have been told so, too,
Of course he helps Joe Devers, when nothing else to do.

There is another good old man, who never had a wreck,
He runs the "91," and his name is old John Peck.
There is on the "70," I cannot let him be,
He likes to lay in Danville, his name is Tom Slatteree.

And there is friend Eddie, I'll introduce to you,
He is from Danville Station, and runs the "82."
And there's old Joe Daniels, up on the "99,"
He will tell you in a minute of all the girls that's fine.

There's a little fellow, his name I shall not tell to you,
He is a nice, fine-haired chap, and runs the "52."

There is also James McQuire, he runs the "92,"
Of course it beats the job he had—I think he'll keep it, too.

There is up on "50," a man that acts quite queer,
I hope that he will have success, his name is Jud Lamphire.
But for virtue in a little man, as sure as you're alive,
Just call on Ed Fritz, that runs the "95."

There is Hine, Adams and Brewer, that switches in the yards,
And Morrow and Maloney, that never play with cards.
I have not yet spoke of Robinson, I shall before I stick,
He runs the Rogers engine, the number "86."

—TIPPECANOE LODGE, No. 36.

"THE GAME OF LIFE."

BY J. G. Saxe.

There's a game much in fashion—I think it's called *Eucher*,
(Though I never have played it for pleasure or lucre,
In which, when the cards are in certain conditions,
The players appear to have changed their positions,
And one of them cries, in a confident tone—
"I think I may venture to 'go it alone!'"

While watching the game, 'tis a whim of the bard's,
A moral to draw from the skirmish of cards,
And to fancy he sees in the trivial strife
Some excellent hints for the battle of life;
Where, whether the prize be a ribbon or throne,
The winner is he who can "go it alone."

When the great Galileo proclaimed that the world
It a regular orbit was ceaselessly whirled,
And got not a convert for all of his pains,
But only derision, and prison, and chains,
"It moves for all that!" was his answering tone;
For he knew like the earth, he could "go it alone."

When Kepler, with intellect piercing afar,
Discovered the laws of each planet and star,
And doctors, who ought to have lauded his name,
Derided his learning, and blackened his fame,
"I can wait," he replied, "till the truth you shall own;"
For he felt in his heart he could "go it alone."

Alas for the player, who idly depends,
In the struggle of life, upon kindred and friends;
Whatever the value of blessings like these,
They can never atone for inglorious ease;
Nor comfort the coward, who finds, with a groan,
That his crutches have left him to "go it alone."

There's something, no doubt, in the hand you may hold,
Health, family, culture, wit, beauty and gold,
The fortunate owner may fairly regard,
As each, in its way, a most excellent card;
Yet the game may be lost with all these for your own,
Unless you've the courage to "go it alone."

In battle, or business, whatever the game,
In law, or in love, it is ever the same;
In the struggle for power, or the scramble for pelf,
Let this be your motto—"Rely on yourself."
For, whether the prize be a ribbon or throne,
The victor is he who can "go it alone."

THE net earnings of the New Jersey Midland Railway for the month of March was \$8,541.74.

Correspondence.

Make Home Happy The Good Effect it Produces.

SHELBYVILLE, KY., April 14.

Editors of B. of L. F. Magazine:

Although there is no Lodge of the Order of B. of L. F. in our town, and perhaps no subscribers for your MAGAZINE, yet a copy of each number reaches us, (sent by a dear brother, who is a member of Louisville Lodge No. 23,) and which is perused with great interest.

To-night, in reading the April number, we have been more interested than usual; have been particularly and forcibly impressed by the sentiments expressed in the communication from Alliance, O., which impression prompts me to take up my pen to trace a few of the thoughts engendered thereby.

We, too, believe that "railroad men" are more harshly condemned for a departure from the right, and less commended for their adherence to the good, (by most persons,) than any other class of men, and have often wondered why is it so. But, while the majority are so prompt to impeach, and so tardy to approve, there are many, very many, who are ever ready to speak good words for the "railroad men." Although "society (as a general rule) would sooner pick up and worship some poor, lazy, good-for-nothing loafer," there are very many, with true and loyal natures, who would sooner and rather grasp the hand and "recognize the poor workingman, who toils day after day, month after month," e'en though he "knows no Sabbath."

Many might feel satisfied to utter the words, "Go ahead, boys, that is

all you are good for," but very many there are who would not, could not, find such a feeling in their hearts, but, instead, that Christian charity, which is friendship expanded like the face of the sun when it mounts above the eastern hills; that charity which will fill many more hearts, and inspire them to respond to the "call for help," that will be ready to encourage the noble fireman to—

"Stand by his conscience, his honor, his faith,
Stand like a hero, and battle till death."

Yes, many more will be eager to tell him:

"'Tis not what you know, but the good you
may do,
That rounds out your manhood, full, earnest
and true."

We hope that all will resolve to "make the bold stand," "to fight the battle," to try to put to flight the enemy; but can any succeed depending on his own strength? Not one. The tempter is always ready to assail. Even He who "suffered for us, leaving us an example, that we should follow His steps, and who did not sin," had need to say, "Get thee behind me, Satan," and teaches us to say, "Lead us not into temptation, but deliver us from evil."

We know that the fireman's lot is a hard one; his life laborious and self-sacrificing; we have seen it exemplified to a certain extent. We often repine that circumstances, which we cannot control, separate us from the fireman so dear to our heart, thus precluding the possibility of making for him the happy home he so richly deserves.

How grateful must those sisters feel, who can meet the brother on each return, and, by various tokens of love and kindness, show their appreciation of his presence, their in-

terest for his welfare, their anxiety for his comfort, and thankfulness for his safety. Those sisters who are denied this privilege must be content to think of him often, and with each thought breathe a petition to "Our Father" in his behalf. Doubtless, many sisters to-night are invoking Divine blessings for the dear brother, whether present or absent; many wives for the husbands so precious to them; many mothers for the sons for whom they have wept and prayed so often. Will their prayers remain unanswered? No! "Heaven is never deaf but when man's heart is dumb."

There may be some who have neither wife, mother, or sister, in whose love to be embraced, in whose prayers to be remembered; for such we would say, *they are not forgotten.*

Would it be inopportune to say a word to the sisters, to wish them success in their efforts to try to make an agreeable, happy home for the hard-worked brother—so pleasant indeed, that he would be unwilling to leave it for society less ennobling; so delightful, that he would wish for no dearer spot on earth than "Home, sweet home."

Together, though we're scattered throughout the land, may our petitions rise, not for our brother alone, but for the Brotherhood; may they feel that many sisters are interested in their behalf, temporal and eternal, and none more so than a fireman's sister.

FANNY.

From Louisville—Benefits of the B. of L. F.

LOUISVILLE, Ky., March 27, 1877.

Editors of B. of L. F. Magazine:

In the caption of this article I do not refer to the benefits of our Order in a monetary point of view, but

shall devote the brief space allotted to me in considering some of the advantages of a social nature to those who cast their lot with us. The world is composed of various classes of people—good and bad, and the degrees between these two extremes. We all know that there are certain phases or forms of society in which it is a pleasure to live. No person whose early training had been among civilized people would seek to surround himself with savages; neither would a man whose early life had been spent under the restraining influences of moral surroundings seek vile associates without reaching that point by slow degrees. Now, if we are to take as our standing of excellence that state of society wherein there is the greatest respect for the laws of God and man as being that in which life is the most enjoyable, then all honorable means that will tend that way should be used in its accomplishment. There is a moral sentiment that must exist among the people, for no law-making power, however learned, can legislate far in advance of those for whom they make laws. There must be a moral force to enforce a law before it can be of value. A law without the consent of the majority for whom it is made, must be enforced either by the bayonet or by general consent. We are all proud of the country we live in, we are proud of the name it has won among the nations of the earth, we are proud of the large liberties we enjoy under our Constitution. Laws are made only to restrain the evil disposed, and the greater number we can win over to support the law, the greater will be the latitude for unrestrained enjoyment. Now, I believe the Firemen's Brotherhood is one of

the influences that will accomplish the desired effect. It is true we do not claim to be a reformatory institution, but we do believe that the moral influences of a Lodge room, is a secret kept inviolate; yet any one who reflects for a moment, will understand that the Society, being composed of one's own immediate associates, it would, so far as a member is individually concerned, make but little difference whether he fell in dispute in his Lodge or before the world-at-large. The stigma that must attach itself to him would be the same in either case. You may bridle men's tongue but you cannot bridle their brains. Members of secret societies know and appreciate this, and, inasmuch as we all like to be thought well of by our associates, many a mean act has been left undone, many a bitter word has been left unsaid, in consequence of it. The secret societies of this country have wielded a greater influence for good than their officers will ever admit. There are many ways in which we derive a benefit from the Brotherhood: We derive benefit from it in finding a place outside of the family circle where a collection of men transact business, and hold social intercourse free from profanity; we find a place where the conduct of those present is actuated by a desire to assist those who may be in distress; it gives us associates who would not take delight in our ruin; every precept placed before those present is such as all honest men endorse, and these are but a tithe of the benefits of our Order, yet they are sufficient to indicate the drift of the current. Our Order especially recommends itself to the young man going forth from the paternal roof and home influences, to carve a name

and a fortune among strangers; it is a recommendation to protection from those who, under less favorable auspices, might be constrained to treat you with a cold formality. This is a mysterious bond of union, that, though it may gather within its orbit antagonistic elements, yet by gentle influences, by its sublime teachings, blend all in one harmonious whole. As government is a limited concession of the rights of individual for the good of the whole in subjection, the ultra opinions we may have upon the various topics of thought, in deference to the opinions of our Brothers of the Lodge, by this means we have harmony without force—peace without the sacrifice of opinions.

We have a nice hall here, meet every Sunday, with good attendance and good behavior. Our hall is at No. 334 Jefferson street, Louisville.

Yours,

J. H. SMITH.

From Boston To the Brotherhood

BOSTON, MASS., March 28, 1877.

Editors of B. of L. F. Magazine:

In order to make our MAGAZINE a success, I think each one that belongs to our noble Order should endeavor to contribute something for its pages. I have no doubt there is a considerable amount of hidden talent among the Brotherhood, which should not be allowed to lie dormant. We read in the Good Book about the unprofitable servant who was afraid, and hid his talent in the earth, and what became of him. I hope that none of us will share his fate. Not that I claim to be overburdened with talents in this direction, but I am willing to do what I can for the building up and promotion

of our cause. The columns of our **MAGAZINE**, I believe, are open for contributions, and I hope that each one who has any inclination to wield the pen, will feel free to do so, and show to our subscribers outside of the Order, that we are in earnest in this matter, and are trying to elevate the standing of our Order, and also to gain the good will and respect of the public.

We do not expect to command the respect paid to Congressmen, or to the highest of railroad officials, but we can show them that we have hearts as large; that we succor the sick, relieve the suffering, comfort the widow and orphan, and endeavor to win the inebriate from his cups, and when they see our good works and know our objects, I feel free to say, they will proclaim with one accord, God speed the B. of L. F. Most of our Brothers are on the upgrade of life, the engine of time seems to move very slow, the journey ahead looks long and tedious, the goal of our hopes seems to be yet afar off, but as we look back down the track of our past lives, we are surprised to see how fast we have come; we are saddened to think of the mistakes we have made, the sins committed, the deeds done that can not be undone, but we have the gratification of knowing that the present is ours, and in the future may we strive each day to live so that no one can cast a reproach upon our names, and should we be fortunate enough to gain the height of our ambition and take a seat on the other side of the engine, may we merit the title of a competent engineer, and a true man in every sense of the word; and as we pass over the hill-top of our lives, and descend the grade on the other side, may it lead us beside still

waters, through verdant fields and pastures green; and if we are true to our calling, true to our God, and true to the cause of truth and justice, we can look back over our past lives and rejoice that we have not lived in vain, and as we enter the great depot, to which we are all fast hastening, may we be greeted with the joyful tidings of "Well done, thou good and faithful servant, enter thou into the joy of thy Lord."

A BROTHER,
Boston Lodge, No. 57.

From Detroit — A Visit to East Saginaw.

DETROIT, MICH, April 16, 1877.

Editors of B. of L. F. Magazine:

Thinking that it was time that some of the Michigan Brothers were making themselves known through the columns of our valuable **MAGAZINE**, I will "break the ice" by making my first attempt, hoping that none of our readers will resolve themselves into critics. Having had an invitation from the firemen of the Flint & Pere Marquette Railway to address them, with the view of organizing a Lodge of the Brotherhood at that point. I left Detroit at 8 o'clock on Saturday morning, April 14th, on the F. & P. M. train for East Saginaw.

I arrived there without accident; was met by Mr. F. Derick, fireman on the No. 6, Mr. Blanchett, hostler, and others. I was shown through the engine-houses and the other different shops. I was introduced to Messrs. Simson, Calahan and others, all prominent members of the B. of L. E., and found a nice class of engines, (McQueene make) not only clean and neat but well kept in working order. The machinery, also, is

complete. The only thing that reflected discredit on the company was, the pay being back some two or three months, but the men are confident that it will yet be all right. Having received an invitation from Mr. F. Derick to spend my visit with him and his mother, which, I gladly accepted, I found Mrs. D. a very pleasant lady, and enjoyed my stay in their happy home very much, and I wish to return thanks to Mr. Derick and mother for their hospitality. I met the firemen at 10 A. M., according to appointment, and proceeded to point out to them the objects of our beloved Order, and gave them the history of the Brotherhood, read the Constitution and By-laws to them, etc., and, in conclusion, in reply to my request for "right hands" for a Lodge at East Saginaw, I was agreeably surprised to see every right hand in the room go up. The firemen of East Saginaw and F. & P. M. wish to return their thanks to the engineers of Division No. 99 for the use of their hall for their past and future meetings, and for other favors shown them.

During the afternoon I was escorted through the city, and shown all the objects of interest through Saginaw.

In the morning I took the train for Detroit, in company with Mr. F. Blanchett. I wish to compliment the firemen of the Flint & Pere Marquette Railway, and think they deserve great credit for keeping their engines so clean and neat, and the way they conduct themselves toward their officers.

The B. of L. F. is progressing in this section, and I think before our next Convention we can start two or three more Lodges around these parts.

J. B., No. 29.

A Vote of Thanks.

TOPEKA, KAN., April 15, 1877.

At a regular meeting of Topeka Lodge No. 56, B. of L. F., at their hall, after the regular order of business had been disposed of, the members were agreeably surprised by being made the recipients of a beautifully framed and neatly executed motto, entitled:

"IN GOD WE TRUST."

The presentation was made by Brother S. M. McGaffey, in a neat and appropriate speech, in behalf of Mrs. Emma A. Goheen, the accomplished wife of our valued and worthy Secretary and Brother, J. R. Goheen. After it had been duly received and acknowledged by the members present, it was placed in a conspicuous position, so as to impress upon the minds of every member the necessity of placing their entire trust in God's infinite goodness and mercy, and to remind us that the trust extended should not be abused, as God in his goodness will not admit of any overtures that will not prove synonymous with the trust reposed in him. The motto itself displays great artistic ability on the part of the fair donor, and deserves higher praise than we are able to bestow; the design and execution will not admit of any disparaging criticisms, and, as a token of our appreciation and regard for the fair lady, we tender the following resolutions, which were unanimously adopted:

"Resolved, That the grateful thanks of this Lodge, No. 56, B. of L. F., be returned to the accomplished lady, with the firm assurance that it was an appropriate gift, considering that it is very essential that we should keep in our mind a God in whom we have explicit trust, and if it is our fortune to remain in this world we shall endeavor to profit by the sterling precept this motto is intended to convey, to place our whole and entire trust in God.

"Resolved, That we shall ever remember the kind lady who has man-

ifested such a generous interest in our behalf, and hope she may live in all the blessings of this world, and may she as well keep in her mind the words contained in the motto, 'In God we trust.'

"Resolved, That a copy of these resolutions be presented to the kind lady, and a copy be sent to the FIREMEN'S MAGAZINE for publication.

"THOS. F. GLENNEY,

"A. W. FOWKS,

"C. BREWER,

"S. MCGAFFEY,

"T. SCRIBNER,

"Committee."

From North Platte.

BROTHER SAYRE—I see by the April No. of the MAGAZINE that you are busy instituting Lodges in the East and North. We are glad of it, for we like to see the good work going on, but would like to see more of them out this way.

Should you ever come west of the "Big Muddy" (Missouri River) come and see us, and we guarantee you a better reception than you had on your arrival here two years ago.

As a Brotherhood, we are getting along "O. K." There was three elected at the last regular meeting with more coming in. We shout "Excelsior."

If you were here you could have a day of real fun by watching the pilgrims on their way to the Black Hills. With every train that passes here there will be from one to twenty "dead beats" footing along with them, for the purpose of getting an extra meal now and then. You will find some of the trains fixed up all right and nice, while others will have one horse and cart, some two old plugs that the whole rig would not bring \$10 at an auction sale; some taking Foot & Walker's line and counting the ties on the rail-

road, with hardly clothes enough to cover their backs, and yet they will say "Black Hills or bust." You will next see people on their way East, some in wagons, some on horseback, and a large number on foot, having found the "busted" part of the Hills. You will see all classes, from the minister of the Gospel to the drunkard and murderer, from the fashionable lady to the lady of fashion—but such is life, and let them learn by experience.

We also see firemen as foolish as the rest. They will leave a good steady job for this land of delusion. To such we would say, stick to the scoop-shovel until you have saved enough to live and travel upon for at least one year, and then go to school or into a machine-shop, instead of the Black Hills, and you will be better off, and your employers will feel more like transferring you to the other side of the cab. More anon.

Yours truly,

Ex.

The Eccentric

Editors of B. of L. F. Magazine:

As you have many queries and answers in your MAGAZINE, relative to the works of the locomotive, I wish to trouble you with a question, which you will confer a favor by answering in the next issue of the MAGAZINE. It is: When and how is the term eccentric applied?

DETROIT.

In reply we will say, there is no better definition than is found in "Roper's Hand-book of the Locomotive," which says:

"The term eccentric is applied in general to all such curves as are composed of points situated at unequal distances from a central point or axis. Upon close inspection it

appears that this is only a mechanical subterfuge for a small crank. This being so, a crank of the ordinary form may be, and frequently is, used instead of an eccentric—in point of fact, the latter is the real substitute, being a mechanical equivalent introduced, because the use of the crank is, for special reasons, inconvenient or impracticable. And since the shaft to which the eccentric is fixed here makes a half revolution while the piston is making one stroke, it follows that whatever device may be used for converting the reciprocating motion of the piston into rotatory motion, the slide-valve may be actuated by an eccentric fixed on any shaft which makes a half revolution at each stroke of the piston.

"The eccentric and valve connection is nothing more nor less than that of a small crank with a long connecting rod; the valve will therefore move in precisely the same manner as the piston, and will have in its progress from one extremity of the travel to the opposite like irregularities, different only in degree. In other words, when the eccentric arrives at the positions for cut-off and lead, the valve will be drawn beyond its true position—measured towards the eccentric—by a distance dependent on the ratio between the throw of the eccentric and the length of its rod.

"When the eccentric stands at right angles to the crank, the exhaust closes and release commences at the extremities of the stroke; consequently, if the eccentric be moved ahead 30 degrees, not only will the cut-off take place 30 degrees earlier, or at a crank-angle of 120 degrees instead of 150 degrees, but the release, as well as the exhaust, will take place 30 degrees earlier, or at the 150 degree crank-angle.

"For a cut-off, say of 140 degrees, there would be required an angular advance of 20 degrees, and a lap equivalent to the distance these degrees remove the eccentric centre from the line at right angles to the crank; for a cut-off of 160 degrees, an advance of 10 degrees, with a corresponding lap, and so on, the exhaust closure taking place respec-

tively at the 160 and 170 degree crank-angles.

"This closure of the exhaust confines the steam in the cylinder until the port is again opened for the return stroke; consequently the piston in its progress will meet with increasing resistance from the steam, which it thus compresses into a less and less volume.

"Such opposition, when nicely proportioned, aids in overcoming the momentum stored up in the reciprocating parts of the engine, and tends to bring them to a uniform state of rest at the end of each stroke.

"Since the closure of one port is simultaneously with the opening of the other, a release will take the place of the steam which was previously impelling the piston.

"Within certain limits an early release is productive of a perfect action of the parts, for an early release enables a greater portion of the steam to escape before the return stroke commences; whereas, a release at the end of the stroke would be attended by a resistance of the piston's progress, from the simple fact that the steam cannot escape instantaneously through a small passage, but requires a certain definite portion of time, dependent on the area of the opening and the pressure.

"The advance of the eccentric denotes the angle which the eccentric forms with its position at half-stroke, when the piston is at the commencement of its stroke, and is called angular advance.

The following very good explanation is taken from "Reed's Head-Light of the Locomotive":

"There is securely fastened to the driving-shaft, with keys or set-screws, a contrivance called an eccentric, which serves to transfer a reciprocating motion to the slide-valve. Upon close inspection it appears that this is only a mechanical shift for a crank. The locomotive has two eccentrics, one for the forward motion, and the other for the backward motion, for each cylinder, fixed firmly upon the driving-shaft. The motion of the eccentric is transferred to the valve direct or indirect: in case of indirect, the motion

is transferred by means of the rock-shaft. When direct, the motion is transferred direct to the valve, as the valve-rod is connected to the link by means of a fork-end valve-rod. Direct motion is applied to an inside connected locomotive engine. When the steam-chests lie between the cylinders, the valve stands vertical, or in other words, the valve works on the side of the cylinder. In this case, it is necessary to use springs to keep the valves up to their places, when not using steam. The eccentrics and eccentric-straps are made of good cast-iron metal. The eccentrics are generally cast solid; the straps are made in two halves, secured together by bolts with jam-nuts; some prefer to have the bolts tapped or screwed through one lug of the strap, and use one jam-nut. There is a dowel-pin fitted in the lugs of the eccentric-straps, to keep them in their proper places. It is well to put three or four pieces of tin between the lugs before they are turned out, for the convenience of adjustment, or taking up the lost motion."

Answer to H. M., of Chicago, as to Our Success as a Benevolent Order.

We should always look upon an institution which seeks only the welfare of its members and fellow-men as beneficial to all mankind, and how eagerly have all grasped the handle of this mighty institution and rapped for admission. Again, how watchful have been our officers to see that each step was for their own interests, and with what applause have they greeted our acts. You are quite right; we can claim the friendship of our class alone, yet the want of selecting our members from the world at large only makes us that much stronger in the bonds of B. S. & I., all of which is no experiment but a success.

Yours,

G. L. PEN.

Mrs. Wood's Presentiment.

BY A SISTER OF A FIREMAN OF LODGE NO. 6.

"Yes, Harry, your papa will bring you a pair of shoes home with him. It really is too bad to think you have to stay in the house all day for want of a pair of shoes."

"But mamma, suppose he don't never come home, what will I do then? I dreamed last night papa's train ran down a great big hill, and he got killed."

"Hush, hush Harry, you must never talk that way; you are too young a child to know what a dream is, and beside your papa is sure to come home with your shoes, and also Nettie's little blue shoes; don't you remember, papa promised her a pair?"

And thus poor nervous little Mrs. Wood tried to shake off her presentiment of coming evil. Leslie Wood was an engineer—a brave, honest, hearty fellow, kind and good to every one, but very poor. He bought a little place out a mile or two from the city of C., and every cent he could earn and save went to pay for his little home—just barely enough to live on by right, and keep his family comfortable. "It is always better to have something for a rainy day," he would tell his wife, and she would reply in the affirmative. But this morning Mrs. Wood watched her husband longer than usual, until he was out of sight, and at 7 A. M., when she heard the train come rattling by, she grabbed an old tablecloth, ran to the front door and waved and threw kisses until he was around the curve.

"I can't tell what is the matter with me to-day," she kept on, "I

can't do my work, but watch the clock every minute. This day drags on so slow; and my, it is only eight o'clock. And Leslie won't be here until twelve. Oh that dear old whistle, how I do wish it would blow. Poor fellow, he thinks I am in bed three hours ago; but no, I can't sleep."

Thus was the remarks passed to herself every time she would look at the clock.

"Hush! My God! what was that? A whistle—a scream, a smash—he is dead, he is dead," she moaned. "Oh, why was I not there to warn you! Oh, Leslie; how can I stand this? I must go to him. My love, I knew this. Oh, my heavens! the cars are on fire, and every one killed; some wounded and bleeding. And there, oh, horrors, there lay Leslie Wood under the engine dead. Harry was right. He said papa would never come home any more. Oh, Leslie, Leslie!"

"What, dear; up yet?" cried a manly voice at her side. "Why, little wife, you ought to have been in bed long ago."

"Oh, Leslie, are you alive? Didn't you get killed with the rest?"

"Come, wake up, Susie; wake up. You ought not even to dream such dreams as that;" and at this Mrs. Wood gave a scream and fell fainting in her husband's arms.

Half an hour after she was looking at Nettie's and Harry's shoes, and telling him about her horrid dream. I was thinking of everything, and must have dropped asleep in the chair; and when I heard your whistle, I thought sure there was a smash-up, and you was killed.

G. A. S.

From Hornellsville.

HORNELLVILLE, April, 1877.

BROTHER SAYRE—I write you from No. 2. Times are dul. here, we think, on the Erie when we only make twenty-five to thirty days on freight, as we often put in thirty-five to forty days. Yet when I look around me and hear of other lines doing so much worse, I can say we do well. Why, I know a fireman here who was on the rounds, that made 12,000 miles, used 500 tons of coal, and made 137½ days in three months. Who can beat it? Then again we get our pay here quite regular, about the 15th of each month. Our complaints, therefore, are few. We are subscribing for the MAGAZINE, and working up the Insurance. Our officers are with us, and we can attribute the most of it to the manner in which we guard our motto, Benevolence, Sobriety and Industry. The officers of our Lodge, "Old Erie," are the right men in the right place. Our sister Lodges, Buffalo, No. 12, and Harmony No. 30, are progressing equally as well. Hoping all can say with us "God speed," I am

Your Brother, SELDOM.

ENTERPRISE LODGE, No. 75, having tendered to Division No. 45, B. of L. E., a vote of thanks for courtesies, allow me to return my sincere thanks to the Division as a body, and to Messrs. Worrall, Deason, Huburt, Vannatter and others my personal thanks, and I shall always remember courtesies received from their hands, and to Lodge No. 7, B. of L. F., a similar token for the use of their handsome regalias used on the occasion.

W. N. SAYRE,

[For the B. of L. F. Magazine.]
ROUND HOUSE JOTTINGS.

A lot of the boys sitting by the round house
 stoves,
 Each his adventures relating—
 A fireman, perchance, praising the engine he
 loves,
 While her engineer close by is dictating.

All at once there is silence, the voices are
 still,
 And most of the boys slink 'round the corner,
 The fireman quits bragging upon his old
 "mill,"
 While the dictating engineer is a "goner."

What causes this change, so sudden you say,
 Why are those fellows in such a panic?
 If you look at that gentleman coming this
 way,
 You will see 'tis the Master Mechanic.

M. S. M., Division 5th.

[From Baldwin's Monthly.]
**"ALLOW FOR THE CRAWL"—A
 HOMILY.**

BY JOHN G. Saxe.

You have often, no doubt, had occasion to
 note,
 Though the garment, at first, seemed cer-
 tain to please,
 That, after some wearing, the sleeve of your
 coat,
 Tow'rd the shoulder was crawling, by easy
 degrees;
 And that's what the clothier, of course, had
 in mind,
 When he said to a customer: "Long? Not
 at all!
 The sleeve is just right, as you'll presently
 find;
 In cutting a coat we allow for the crawl!"

The expression was one wholly new to me
 then;
 But it set me a thinking how well it applies,
 Not merely to coats but to women and men,
 In matters of life as they daily arise;
 Consider the shrinkage in human affairs,
 The promise, how great; the performance,
 how small,
 And, lest disappointment should come un-
 awares,
 Remember the sleeve, and "allow for the
 crawl!"

The statesman, who asks for your ballot to
 save
 Your country, so rashly imperiled to-day,
 May covet an office, and not be a knave,
 Whatever the fierce opposition may say,
 But the "platform" to which he so valiantly
 clings,
 By which he proposes to stand or to fall—
 "Resolutions," remember, are slippery things,
 And in politics always "allow for the crawl!"

You are deeply in love with the sweetest of
 girls,
 An angel in hoops—only wanting the wings!
 If angels could purchase such beautiful curls!
 Like a seraph she smiles; like a siren she
 sings!
 Ah! splendid and vast are the fancies of
 youth;
 But down to plain facts they must finally
 fall;
 And happy the couple who, finding the truth,
 In conjugal kindness "allow for the crawl!"

In brief recollect that in human affairs;
 In social connections; in travel and trade;
 In courtship and marriage; in sermons and
 prayers,
 Some grains of concession must always be
 made.
 In fine be a prudent, though generous man;
 Unfriendly to none, and veracious with all;
 Believe in your neighbor as much as you can,
 But always be sure to "allow for the crawl!"

[For the B. of L. F. Magazine.]

**AS THE DRIVING WHEELS GO
 ROUND.**

I've made a rhyme, perhaps 'twill fail
 To please you all around,
 'Tis of the roaring of the rail,
 As the driving wheels go 'round.

Two men upon the engine ride,
 Who hear this pleasant sound;
 Their bosoms swell with manly pride,
 As the driving wheels go 'round.

They sit upon the cushioned seat,
 So high above the ground,
 And hear this rumbling 'neath their feet,
 As the driving wheels go 'round.

Though thoughts of home their bosoms fill
 And their hearts with pleasure bound,
 They hear this rumbling, roaring still,
 As the driving wheels go 'round.

In stormy weather or in clear,
 At their posts they are found,
 And naught of danger do they fear,
 As the driving wheels go 'round.

But danger's lurking everywhere,
 And 'tis known to abound
 Wherever the smoke-stack cleaves the air,
 As the driving wheels go 'round.

Then let them think of Him above,
 In the land to where they're bound,
 Who watches them with eyes of love,
 As the driving wheels go 'round.

And when "the sweet by-and-by,"
 And they in heaven are found,
 They'll be glad they thought of Him on high,
 As the driving wheels went 'round.

Now, Brothers all, I'll say farewell,
 For I have run aground,
 May thoughts of God your bosoms fill
 As the driving wheels go 'round.

There scarce has passed a day of time,
 Since I have heard that sound,
 I invoked my muse and made this rhyme,
 As the driving wheels went 'round.

VALDENERE.

LOCOMOTIVE FIREMEN'S

Monthly Magazine.

DAYTON, OHIO, MAY, 1877.

CONTRIBUTIONS.—*Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.*

Several Lodges have not yet forwarded their subscription. They should do so at once. All remittances for subscriptions should be sent by Postoffice Order. Every Lodge should report at once.

THE Grand Lodge B. of L. F., hereby extend to Brothers of Nos. 2, 3, 5, 7, 11, 25, 35, 44, 49, 50, 57, 58, 60 and 64, a vote of thanks for services rendered our G. S. & T., during the month.

W. R. WORTH, G. M.

ATTENTION.—Locomotive firemen desiring to organize a Lodge of the B. of L. F., will receive full information, instructions, blanks, &c., on application to W. N. Sayre, Indianapolis, Ind.

ALL matters for the MAGAZINE must be forwarded to Wm. N. Sayre, Indianapolis, Ind., unless it be subscriptions or moneys, in which case such will be forwarded to I. J. Bennett, Dayton, Ohio.

W. R. WORTH, G. M.

BROTHER WILL RICHARDSON, of No. 23, is alive. Thirty days recreation is good for some people. Will says fish don't bite good in March—but lots of ducks.

PERSONAL NOTES.

THE contribution of "Bell Rope" has been unavoidably crowded out for want of space.

WE have not yet received a report from the MAGAZINE agent of No. 11, a large Lodge, which ought to have reported ere this.

BROTHER W. H. GOULD, of Chicago, writes us, that the Order is prosperous there, which seems to be the case everywhere.

MR. GEO. SAYRE, of Syracuse, N. Y., will accept our thanks for contributions, which he so kindly furnishes from time to time.

BROTHERS BRODERICK and Plummer, of Hornellsville, N. Y., are, as usual, busily engaged looking to the interests of No. 2—in fact the Order at large. Brother Broderick feels very proud since his Albany trip. He has a right to be.

THE Recording Secretary of No. 5, at Gallion, Brother Chas. Bennett, an able contributor to the MAGAZINE, has our thanks for quite a good list of subscribers. He says No. 5 is after the banner.

BROTHER SHIELDS, of Dominion Lodge, Toronto, reports everything working well there. They have a good set of officers, and the boys all take an active interest in promoting the interests of the Order. We would like to hear from some of the members of this Lodge through the MAGAZINE.

BROTHER PARKER, Worthy Master of Boston Lodge, reports No. 57 in a prosperous condition, and rapidly increasing in membership. This comes from good management by its officers, which the Brothers appreciate. This Lodge will soon take the lead in point of members.

THE many friends of Brother O. S. Sincebaugh, of Springfield, Ill., an efficient worker in the B. of L. F., will regret to learn of his removal to Columbus, Ind. Success to him. Brother Joseph Henry has been appointed MAGAZINE Agent of No. 46, to fill the vacancy caused by the resignation of Brother Sincebaugh, and will hereafter attend to all matters relating to the MAGAZINE for his Lodge.

WE would be pleased to hear from some of the Brothers of No. 10 through the MAGAZINE.

BROTHER GEO. SCOTT writes us of Topeka Lodge as a solid one, and all the firemen on the A. T. & S. F. are coming in. Each meeting shows up a new face.

BROTHER McGaffer, V. M., of No. 56, writes us often, and encouragingly says No. 56 looms up big, and our objects like our benefits are giving general satisfaction to all our officers and Brothers.

BROTHER George Mathews, of No. 22, is now located at Longview, Texas. Success attend you, Brother George, is the wish of all your Brothers and friends.

BROTHER HENRY CLARK, of Elkhorn No. 28, writes us of the progress of that Lodge; he also states that all Brothers will be received cordially, but advises all to keep further East if looking for situations.

FERD. SNYDER, of No. 18, writes: "We are doing splendid; taking in members every meeting; send us more Constitutions; can use them to good advantage."

BROTHER DERBY, of No. 3, says: "We are improving fast; gaining strength every meeting. No. 3 is O. K."

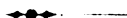
GLAD to know of Brother F. B. Alley, of No. 23, having taken hold of the plug. Also, Brother Derby, of No. 3, "hold her tight" boys. Also, Brother Wm. Walker, of No. 5, we are pleased to know has won the prize all good firemen are sure to get.

BROTHER Richardson, of No. 23, is at work as usual communicating with Sister Lodges, advancing the "good cause." Well, Brother William understands how, and then he has been recruiting his health for the past 30 days fishing and hunting. Good sport William, if they bite.

BROTHER BEN. GORDON, of No. 14, has gone into business with Mr. Hinshan, at No. 65 South Illinois street, Indianapolis, but a few steps from the Union Depot. Now, let it be known, that Ben. keeps a first-class restaurant, and with his partner will welcome all the Brothers at any hour of the day or night, where a square meal is always ready.



ON Brother Sayre's Southern tour he was pleased to meet with the Brothers of No. 13, 21 and 45. Also Brother Parker of No. 55, Brother Gould, formerly of No. 16, and at Texarkana, Texas, Brother Barney Schimmelpfing, who is running engine No. 16 in the yard.



SUBSCRIBERS to the MAGAZINE will each receive twelve books for their year's subscription. That is, they will get it one year from the time they subscribe. Many seem to be under the impression that their subscription will close at the first of each year, which is not the case.

GRAND BALL.—No. 46, Capital Lodge, gives their Second Annual Ball, May 24th, 1877. All Brothers are invited to attend; as 46's reputation for social gatherings is good, they can not but help having a large attendance.

THE employees of the Boston & Providence road all seem happy. They have a kind set of officers, and the boys are attentive to their duties, two important requisites to a prosperous company.


Our thanks are due the Brooks Locomotive Works, among the most successful builders of the locomotive, for two fine photographs of the locomotives "Woodstock," of the P. D. & L. H. Railway, and the "Dick Thomson," of the Cincinnati & Eastern Road. Both are handsome engines, and as the boys gaze at them they can't help remarking: "How I'd like to run one of them."

New Lodges.

We are proud to record in this number the labor of Brother Sayre and Deputies during the month. His first start was in Texas where he secured a big Lodge at Marshall, an account of which is given elsewhere. Next we find Brother Broderick at Albany, N. Y., organizing No. 71, known as Capital City Lodge with a fair membership and competent officers. Brother Sayn visited the Brothers on the 20th, and pronounces Brother Broderick's work *well done*.

April 15th Brother O. W. Cutler of No. 25, assisted by Brothers of Nos. 49, 57 and 25, proceeded to Worcester, Mass., and instituted Bay State Lodge, No. 73. Same day Grand Master W. R. Worth with

Brother Fred. Dudley, of No. 44, visited and organized Kansas City Lodge, No. 74, at Kansas City Mo. Again we find still another in Camden, N. J., being put through by Brother Saye, assisted by Brothers of Nos. 60, 58, 35, 11 and 7. This Lodge is known as Welcome, No. 72, and on the following day Enterprise Lodge, No. 75, was organized in West Philadelphia by Brother Sayre and visiting Brothers from the above Lodges. This now gives us two Lodges in Philadelphia, Pa., and one across the river at Camden. On the 18th Brother Sayre visited, by request of the firemen of the N. Y. Division, P. R. R., and organized No. 68, assisted by E. W. Davis, Andy Moorhouse, and C. Vallear of No. 3; H. J. Hedden, L. J. Gates, F. Hutchinson, of No. 50; E. Sturges, H. Bullock, and T. Dexter, of No. 58; Brothers Cline, Darling and Smith, of No. 35; J. C. Sinclair of No. 11. This Lodge has 63 charter member and starts with a solid treasury. A full account of officers is found in the list of Lodges.

 A beautiful banner will be presented to the Lodge furnishing the largest number of subscribers for the MAGAZINE, by the next meeting of the Grand Lodge. The banner will bear the motto of the Order, together with the name and number of the Lodge that will receive it. It will be quite a nice present for some delegate to take home to his Lodge. Some of the older Lodges will have to be a little more solicitous about the welfare of the MAGAZINE, if they wish to compete with several of the new Lodges. Quite a number are determined on getting it, and are constantly inquiring "what Lodge is ahead."

To Magazine Agents.

Agents should be particular about writing the names and addresses of subscribers distinct, so that mistakes may not occur. Each agent should send in his report by the 25th of each month, so that all orders may be filled in the regular mail. Those receiving large bundles of MAGAZINES will have to call at the postoffice, as the carriers are not compelled to deliver them.

Thanks

To the officers and members of Lodge, Nos. 35 and 60 is due the thanks of the Grand Lodge for services rendered. Brothers please accept.

WE call attention to the advertisement of "Reed's Head-light of the Locomotive," which appears in the back of the MAGAZINE. This excellent work on the locomotive was compiled from every-day experience, clearly illustrating the working of that mighty piece of machinery.

INFORMATION wanted of Walter Baldwin, of No. 23.

MEMBERS of the Order should not delay in taking advantage of the benefits of our Insurance, which is within the reach of all good members.

Mileage, Pay, &c.

The Union Pacific Railway pays as follows: Freight and passenger firemen, \$2.25 per 100 miles; average mileage per month in winter on freight, 2,800; in summer, 3,280; passenger, 3,100 per month year around. There are one or two passenger runs that make from 37 to 40 days per month.

NOTICE.—A man claiming to belong to the B. of L. F., is traveling around the country under assumed names: his real name is John Malee.

W. R. WORTH, G. M.

RECORDING SECRETARIES will place the seal of their Lodge in all communications to Grand Lodge. Masters of Lodges will please forward to the G. S. and T. all old Ritual covers and as many Insurance applications as they can conveniently spare.

ADVICES from Scranton, Pa., reports times looking up a little. Work during the past winter has been very dull—some of the men only getting in half time. Glad to hear of a favorable change.

WE would be pleased to hear from Nos. 20 and 34 occasionally through the columns of our MAGAZINE. Brothers Clapp, Ingersoll and Pratt speak up.

MR. L. D. HOPKINS, of 113 Liberty street, New York, writes us: "The MAGAZINE is doing a good work, and ought, in the interests of all concerned, to succeed. My wish is, that the MAGAZINE will prove a grand success, and the Order continue prosperous." This is just the kind of encouragement we want. Not only does Mr. Hopkins wish us well, but he shows his earnestness by subscribing for the MAGAZINE and ordering an additional copy for the Railroad Men's Reading Room of New York.

NOTICE.—No traveling or withdrawal cards issued by No. 24 will be recognized under any circumstances whatever.

W. R. WORTH, G. M.

For a long time have I listened to the suggestions and speculations as regarded the success of this great undertaking on the part of the Brothers, viz: The maintaining of a Firemen's MAGAZINE. I have also listened from day to day to the many arguments brought to bear on the necessity of the Insurance, both Life and Disability, and see it grow up to be a success instead of an experiment. So do I now behold the toping out of that, once a mere air castle, our MAGAZINE—our growth. Again have I heard this freely talked and now we see the full realizations of all the founders' hopes. Our benefits—This was like the former questions, apparently speculative ones. Yet see what our benefits have done for our brave founders and the many followers of the Order. Our future—Here I can not stop as only good can come from where good is only aimed at. Our past—This, to my mind's eye, has been no speculative one, no scheme, but a steady advancement of and strict adherence to all the requirements of the Order, giving to many a poor widow the "mite" which has kept starvation from the door, and assisting those who could not care for themselves. In two instances have I noticed the long line of procession as it moved slowly to the spot where the remains of all that was left of a Brother was to be deposited, and in this act I plainly seen that it was a reality. Many, oh, so many times, have I registered the number of sick and disabled who have been the recipients of favors untold from this little band, and much more, but I am now laid down for a while, yet I'll speak occasionally.

G. L. PEN,
Pittsburg, Pa.

Rose City Lodge.

The Brothers will be pleased to learn that Rose City Lodge has a sister Lodge in Marshall, Texas, known as Lone Star Lodge No. 70, with the following officers:

Master—A. Caten.
V. Master—T. Harrison.
Past Master—J. Carroll.
Rec. Sec'y—I. Donough.
Financial Sec'y—J. McCann.
Treasurer—T. H. Wagensler.
Warden—G. W. Rains.
Conductor—L. W. Phillipson.
I. Guard—H. McIlvin.
O. Guard—Jno. Fenton.
Trustees—T. Daley, A. Johnson.
Ins. Agent—T. H. Wagensler.
Magazine Agent—Jas. Donough.

This Lodge starts out with a good solid treasury and a fine lot of officers, with prospects most flattering.

The Grand Lodge returns to Brother Jos. Schellhorn, of No. 45, and Brother George Mathews, of No. 22, a vote of thanks for courtesies and assistance given Brother Saye in organizing No. 70.

ALEX. GARDNER & Co. offer a full set of officers' regalias for \$65, eleven pieces full laced and fringed, with fine emblems thereon. Also, members' regalias at \$12.50 per dozen. We can safely say they are dirt cheap, and can not be beat by any firm. We should patronize Gardiner as he has done much to kill fancy prices, and gives the best work for the least money.

A Vote of Thanks.

WEST PHILADELPHIA, Pa., April 15, 1877.
"Resolved, That Lodge No. 75, B. of L. F., return a vote of thanks to Division No. 45, B. of L. E., for courtesies extended us, and for the use of a hall gratuitous, and that this be printed in the B. of L. F. MAGAZINE.
COMMITTEE.

THE injector, one of the most useful pieces of machinery about the locomotive, is now coming into general use. The following description we take from a railroad publication of a recent date:

The injector now in general use as a boiler feeder on locomotives and stationary engines consists of a slender tube, through which steam from the boiler passes to another or inner tube, concentric with the first. The latter tube conducts a current of water from a pipe into the body of the injector. Opposite the mouth of this second tube, and detached from it, is a third fixed tube, open at the one end, facing the water supply-pipe and leading from the injector to the boiler. The steam and water supply-pipes are fitted with stop-valves, and the feed-pipe to the boiler with a check-valve. When the instrument is ready for use, by simply opening the steam-valve steam enters the small steam-pipe and rushes out at its extremity, picking up the whole stream of water, leaps across the open space with a loud hissing noise, and plunges with its burden of water into the open end of the feed-pipe at a tremendous velocity. Thus it will be seen that the steam that was admitted to the injector from the boiler returns to the boiler, carrying with it more than twenty times its weight of water. Not a drop of water is lost—not a particle of steam wasted. The principle on which the injector acts is that which was discovered by Venturi, in the beginning of the present century, and is known or designated as the lateral action of fluids. The action is somewhat identical to that of the steam-jet in locomotive boilers—steam being admitted to the inner tube of the injector, and the central conical valve being withdrawn, the steam escapes in a jet, near the top of the inlet water-pipe. If the level of the water be below the injector, the escaping jet of steam, by its superficial action (or friction) upon the air around it, forms a partial vacuum in the inlet pipe, and the water then rises in virtue of the external pressure of the atmosphere.

Once risen to the jet, the water is acted upon by the steam in the same manner as the air had been seized and acted upon in first, forming the partial vacuum into which the water rose. The velocity with which steam flows into the atmosphere at a pressure of 60 pounds to the square inch is about 1,700 feet per second. Now let us suppose that steam is issuing with the full velocity due to the pressure in the boiler, through a pipe an inch in area—the steam is condensed into water at the nozzle of the injector, without suffering any change in its velocity. From this cause its bulk will be reduced say 1,000, and therefore its area of cross-section—the velocity being constant—will experience a similar reduction. It will then be able to enter the boiler by an orifice 1-1000th part of that by which it escaped. Now it will be seen that the total force expended by the steam through the pipe, on the area of an inch, in expelling the steam jet, was concentrated on the area 1-1000th of an inch, and therefore was greatly superior to the opposing pressure exerted upon the diminished area.

It is generally admitted that boiler explosions take place from different causes, and prominent among these causes are weakness, faulty construction and over-pressure. To provide against the latter contingency a good gauge is a real necessity wherever steam is employed; but it is also a well-known fact that about one-half the gauges in use are either notoriously unreliable or completely useless. Imperfectly graduated in the first place, and liable to become still further out of the way after a little use, many of them are really sources of danger instead of safety; for their erroneous indications creates a feeling of safety which sets the vigilance of the engineer to sleep. Even gauges bearing the most satisfactory test when new, are oftentimes found to be utterly unreliable when placed upon boilers and subjected to the conditions to which all gauges are subjected when in use.

Steam-gauges, like safety-valves, are only a means of safety when properly constructed, accurately graduated, and well cared for. Practical tests of steam-gauges are very much needed.

Queries.

Why is it that an engine standing in a round-house with foot-cock and tank-valve open will pump themselves full of water? I would like some Brother to answer.

SEDALIA, Mo.

Answer to Queries.

M. U. S.—The lower guide.

X. Y. Z.

HENRY D.—You are right when you apply to slide-valves. Good, give us another. GEO. W.

R. V. D.—Much obliged; I am of the same opinion as to the throttle-valve; asked the question to see how many had the same opinion.

W. L. R.

I reply to R. V. Dodge, in our last MAGAZINE: What effect will the outside lap on a valve have on the lead? I would say in that case, if she had outside lap she would not take steam as soon at the commencing of each stroke as she would when she had lead on the valve.

HENRY DEAR.

From Meadville—Resolutions of Condolence.

MEADVILLE, Pa., April 8, 1877.

At a regular meeting of Great Western Lodge No. 4, B. of L. F., the following preamble and resolutions were adopted:

WHEREAS, It has pleased our Great Grand Master, in his infinite wisdom, to lay the hand of affliction on our worthy Brother K. D. Cobb,

Worthy Master of Lodge No. 4, by calling to his home on high the eldest son of Brother Cobb, the pride and joy of their lives, aged 5 years and 3 months.

Resolved, That to our worthy Brother and his wife we tender our sincere and heartfelt sympathy in this their hour of bereavement, trusting that they may find consolation in the words of our Savior: "Suffer little children to come unto me, for such is the kingdom of heaven."

Resolved, That as a token of respect these resolutions be copied on our minutes and be published in the Brotherhood of Locomotive Firemen's MAGAZINE.

WM. H. MAXWELL,
JNO. F. HOFFMAN,
Committee.

ABNER HUSTEN, of Camden, N. J., is the MAGAZINE agent of No. 72. Brothers of that Lodge desiring to subscribe for the MAGAZINE will apply to him.

[For the B. of L. F. Magazine.]

THE FIREMAN'S SONG.

"Tell me not in mournful numbers"

Firing's but an empty dream;
That the hands are soiled that railroad,
And we are not what we may seem.

Firing real! Firing earnest,
And the engine is our goal;
Coal thou art, to steam do turneth,
Power to make the engine roll.

Best to fire and not to run it,
Is our present end or way,
But we'll fire, and each to-morrow
Finds us farther than to-day.

In the world's broad fields of railroads,
In the bivouac of life,
Be not like the railroad dead-beats,
Be a hero in the strife.

Let us then be up and firing,
With clean brass, the fireman's pride,
Still keep firing, still keep shoveling,
Till we take the right hand side.

MRS. C. E. KILLMER,
Wife of a Fireman on the C. & A.

BROTHER SAYRE, having so much to attend to all over the country has had J. C. Barnard, of No. 22, appointed as assistant for thirty days. Brother Barnard has visited Lodges Nos. 40, 52, 36, 18 and 5; has also organized Hercules Lodge No. 63, at Danville, Ill. He will visit and institute a Lodge at Garrett City, Ind., this month.

W. R. WORTH, G. M.

Withdrawals.

From No. 54 to join No 28.—A. W. King and Wm. Stewart.

From No 55 to join No. 23.—P. Powers.

From No. 6 to join No. 18.—Walter States.

BLACK LIST.

EXPELLED.

No. 2.—S. Powers.

No. 4.—Wm. Brown.

No. 5.—Frank Roberts.

No. 7.—Geo. Hirst, exposing secrets of Lodge.

No. 13.—W. J. Druryburn, excessive drinking; Wm. Debit.

No. 22.—Chas. Baker, defrauding members.

No. 27.—C. Hotchkiss, J. H. Leverich, Ira Clark and Perry Wills, non-payment of dues.

No. 28.—Geo. W. Dillard.

Grand Lodge Officers.

W. R. WORTH.....	Grand Master,
Brookfield, Mo.	
JOHN BRODERICK.....	Vice Grand Master,
Hornellsville, N. Y.	
WM. N. SAYRE.....	Grand Sec'y and Treas'r,
Indianapolis, Ind.	
J. W. RICHARDSON.....	Grand Warden,
Louisville, Ky.	
C. W. BULLIS.....	Grand Conductor,
Grand Rapids, Mich.	
J. W. SINCLAIR.....	Grand Inner Guard,
Phillipsburg, N. J.	
L. M. HOLLOWAY.....	Grand Outer Guard,
Pittsburg, Penn.	
JAMES HUNT.....	Grand Marshal,
East St. Louis, Ill.	
MARION BARNHILL.....	Grand Chaplain,
Indianapolis, Ind.	

Grievance Committee.

W. R. WORTH.....	Chairman
J. BRODERICK.....	Assistant Chairman
WM. N. SAYRE.....	Secretary
M. B. FARRINGTON.....	North Platte, Neb
F. B. ALLEY.....	Louisville, Ky
W. C. BYERS.....	Cedar Rapids, Iowa
JAS. GORMAN.....	Oswego, New York
Geo. W. HEIDENTHAL.....	Port Jervis, New York
J. C. BARNARD.....	Urbana Illinois

Officers of Insurance.

G. W. HEIDENTHAL, Pres't.....	Port Jervis, N. Y.
J. C. BARNARD, Vice-Pres't.....	Urbana, Ill.
W. N. SAYRE, Sec. & Treas.....	Indianapolis, Ind.

Finance Committee.

J. M. OATMAN, Chairman.....	Indianapolis, Ind.
CHARLES BOND.....	Indianapolis, Ind.
W. LARUE.....	Indianapolis, Ind.
C. T. RITCHIE.....	Urbana, Illinois
ROBT. EBBAGE.....	Terre Haute, Ind.

Executive Committee.

O. W. CUTLER, Chairman.....	Providence, R. I.
M. FRITZ.....	Buffalo, N. Y.
J. A. SHUFELT.....	New York City
D. E. ELLIOTT.....	Galesburg, Illinois
H. H. CLAPP.....	Cedar Rapids, Iowa
W. C. BYERS.....	Chicago, Illinois
R. V. DODGE.....	Detroit, Michigan
J. S. BEACH.....	Little Rock, Arkansas
J. BRAGG.....	Scranton, Penn
M. W. CAMPBELL.....	
G. C. WHITTECAR.....	

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Monday evening at 7:30.
J. B. Fisher.....Master
E. G. Medrick.....Rec. Sec'y
M. Gould (Box 732).....Insurance Agent
L. D. Miller.....Magazine Agent
2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. E. Hall, on Main street.
H. D. Foster.....Master
J. E. Donevan.....Rec. Sec'y
H. W. Plummer.....Insurance Agent
H. W. Plummer.....Magazine Agent
3. JERSEY CITY, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove street, every Thursday at 8 p.m.
E. W. Davis (190 11th street).....Master
W. F. Derby.....Rec. Sec'y
Chas. Vallaur.....Insurance Agent
(Morris & Essex Eng. House, Hoboken, N. J.)

4. **GREAT WESTERN**, at Meadville, Pa. Meets 2d and 4th Sundays at 7:30, at M. and B. Hall, Water street.
 K. D. Cobb.....Master
 J. F. Huffman.....Rec. Sec'y
 L. Williamson.....Insurance Agent
 Samuel Quackenbush.....Magazine Agent
5. **UNION**, at Galion, Ohio. Meets every Wednesday evening.
 A. Jenkinson.....Master
 C. Bennett.....Rec. Sec'y
 V. Schull.....Insurance Agent
 Chas. Bennett.....Magazine Agent
6. **DAYTON**, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow streets, first Sunday of each month.
 Frank States (19 Zeigler street).....Master
 J. C. McCutcheon.....Rec. Sec'y
 Chris. Sweetman.....Insurance Agent
 Chris. Sweetman.....Magazine Agent
7. **SCRANTON**, at Scranton, Pa. Meets in Red Men's Hall, every 2d and 4th Sunday of each month.
 M. Moran.....Master
 S. D. Schooley.....Rec. Sec'y
 G. C. Whitticar.....Insurance Agent
 S. D. Schooley (Box 37).....Magazine Agent
8. **JACKSON**, at Vincennes, Indiana.
 F. N. Schooley.....Master
 W. P. Huffman.....Rec. Sec'y
9. **FRANKLIN**, at Columbus, Ohio. Meets in B. of L. E. Hall, 1st and 3d Tuesday nights of each month.
 J. W. Tamplin.....Master
 J. Q. Glenn.....Rec. Sec'y
 J. W. Tamplin.....Magazine Agent
 (128 Naughton street.)
10. **CLEVELAND**, at Cleveland, Ohio.
 D. T. Henderson.....Master
 A. C. Burke.....Rec. Sec'y
 D. T. Henderson.....Insurance Agent
 (C. C. & I. Engine House.)
11. **EXCELSIOR**, at Phillipsburg, N. J. Meets every Sunday at Engineers' Hall.
 O. Kidney.....Master
 G. Williams.....Rec. Sec'y
 W. Kechline (Box 136).....Insurance Agent
12. **BUFFALO**, at Buffalo, N. Y.
 J. W. Aylesworth.....Master
 A. L. Jacobs (101 Spring st.).....Rec. Sec'y
 J. H. Crossman.....Insurance Agent
 (633 Swain street.)
13. **MISSISSIPPI VALLEY**, at East St. Louis, Ills. Meets 2d and 4th Sundays of each month.
 Geo. McGarragan.....Master
 J. L. Benedict.....Rec. Sec'y
 Jas. H. Hunt.....Insurance Agent
14. **EUREKA**, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington street.
 Jas. McGintey.....Master
 M. Barnhill (Bee Line Shops).....Rec. Sec'y
 Wm. Hugo.....Insurance Agent
 M. Barnhill.....Magazine Agent
15. **PACIFIC**, at St. Louis, Mo.
 Thos. Flaherty.....Master
 Jas. Clough (3012 Sarah st.).....Rec. Sec'y
 J. D. Rogers.....Insurance Agent
 (Box 60, Chamois, Mo.)
 J. F. Clough.....Magazine Agent
16. **VIGO**, at Terre Haute, Ind. Meets every Wednesday evening, at cor. Seventh and Main streets.
 Robert Ebbage.....Master
 E. V. Debbs (Box 104).....Rec. Sec'y
 Wm. Davis (Box 522).....Insurance Agent
 C. A. Bennett (Box 1074).....Magazine Agent
17. **LEACH**, at Mattoon, Ill.
 W. J. Nash.....Master
 George Howell.....Rec. Sec'y
 M. Morgan.....Magazine Agent
18. **FRIENDSHIP**, at Fort Wayne, Ind.
 B. F. Cooper.....Master
 (P. Ft. Wayne & C. Eng. House.)
 F. Snyder.....Rec. Sec'y
 (P. Ft. Wayne & C. Eng. House.)
 J. R. Anderson.....Insurance Agent
 (P. Ft. Wayne & C. Eng. House.)
 Ferd. Snyder.....Magazine Agent
19. **HOPE**, at Alliance, Ohio.
 Wm. Nazor.....Master
 R. L. McKee.....Rec. Sec'y
 Wm. Nazor.....Magazine Agent
20. **WESTERN STAR**, at Galesburg, Ill.
 O. D. Pratt.....Master
 John McGee.....Rec. Sec'y
 O. D. Pratt (Box 588).....Insurance Agent
21. **INDUSTRIAL**, at South St. Louis, Mo.
 W. Stevenson.....Master
 James Buck.....Rec. Sec'y
 James Buck.....Insurance Agent
22. **CENTRAL**, at Urbana, Ill.
 J. C. Barnard.....Master
 Wm. Trenary.....Rec. Sec'y
 M. W. Dwyer.....Magazine Agent
23. **LOUISVILLE**, at Louisville, Ky. Meets every Sunday.
 Frank B. Alley (283 Wengel st.).....Master
 J. W. Richardson.....Rec. Sec'y
 J. W. Richardson.....Insurance Agent
 (379 E. Jefferson.)
 J. W. Richardson.....Magazine Agent
24. **H. G. RUST**, at Jackson, Mich.
 S. Smith.....Master
 Wm. E. Brewer.....Rec. Sec'y
 Wm. E. Brewer.....Insurance Agent
 (Lock Box 550.)
 Miles Grosvenor.....Magazine Agent
25. **PROVIDENCE**, at Providence, R. I. Meets every Monday night at Engineers' Hall.
 A. P. Green (Box 1052).....Master
 H. C. HOWARD (81 Smith st.).....Rec. Sec'y
 A. P. Green (Box 1052).....Insurance Agent
 E. H. Sanford (Box 1052).....Magazine Agent
26. **J. W. THOMAS**, at Nashville, Tennessee. Meets 1st and 3d Sundays in each month at Knights of Honor Hall, West Nashville.
 Geo. D. Smith (317 Church st.).....Master
 Will Achey.....Rec. Sec'y
 (cor. W. Gay and Hines sts.)
 Will Achey.....Magazine Agent
27. **HAWKEYE**, at Cedar Rapids, Iowa.
 A. S. Funk.....Master
 E. D. Eckmau.....Rec. Sec'y
 Ed. L. Day.....Insurance Agent
 W. S. Davis.....Magazine Agent

28. **ELKHORN**, orth Platte, Neb.
H. J. Clark.....Master
J. E. Phillips.....Rec. Sec'y
H. J. Clark.....Magazine Agent
29. **CHAMPION**, at Detroit, Mich
J. A. Robertson.....Master
(315 Congress street, West Detroit.)
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Fort Gratoit, Mich.
Frank Clark (257 17th st.).....Magazine Agent
30. **HARMONY**, at Susquehanna, Dep.
James Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent
31. **FORT CLARK**, at Peora, Ill.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. **AMERICUS**, at Grand Rapids, Mich.
Charles Jewell.....Master
George H. Scott.....Rec. Sec'y
33. **CECIL FLEMING**, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
J. Jones.....Magazine Agent
34. **ORCHARD CITY**, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
L. H. Ingersoll.....Magazine Agent
35. **WASHINGTON**, at Elizabeth, N. J.
J. C. Cline (142 Marshal st.).....Master
A. C. Schenck (120 Broadway).....Rec. Sec'y
F. Wynkoop.....Magazine Agent
(Somerville, N. J.)
36. **TIPPECANOE**, at Lafayette, Ind. Meets
every Sunday at 2 p. m., at B. of L. F.
Hall, corner Sixth and Main sts., Curtis'
Block.
C. E. Quaco (216 Main street).....Master
J. H. Brewer.....Rec. Sec'y
H. C. Ward.....Insurance Agent
C. E. Quaco.....Magazine Agent
37. **MOUNTAIN CITY**, at Altoona, Pa.
D. S. Long.....Master
J. Stonebraker.....Rec. Sec'y
F. J. Stone.....Insurance Agent
J. H. McMurray.....Magazine Agent
38. **KEY STONE**, at Pittsburg, Pa. Meets
every Monday evening at Odd Fellows'
Hall, Beaver avenue.
D. Larned (1038 Penn. Ave.).....Master
Burt E. Gove.....Rec. Sec'y
(134 Juniata st., Allegheny)
Burt E. Gove.....Magazine Agent
39. **NORTH STAR**, at Austin, Minn.
H. E. Day.....Master
J. J. Burns.....Rec. Sec'y
Wm. Chambers.....Magazine Agent
40. **BLOOMING**, at Bloomington, Ill.
Charles C. Hotchkiss.....Master
James Martin.....Rec. Sec'y
T. O'Neil.....Insurance Agent
T. O'Neil.....Magazine Agent
(902 W. Chestnut street.)
41. **FOX RIVER**, at Aurora, Ill. Meets every
Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
G. L. Cummings.....Magazine Agent
42. **MISSOURI VALLEY**, at Sedalia, Mo.
R. S. Sullivan.....Master
C. Schernowkie.....Rec. Sec'y
R. S. Sullivan.....Insurance Agent
L. D. Palmer.....Magazine Agent
43. **ST. JOSEPH**, at St. Joseph, Mo.
L. Mooney.....Master
Robert Yopst.....Rec. Sec'y
James Harwood.....Insurance Agent
44. **RELIABLE**, at Brookfield, Mo.
R. Cheney.....Master
W. R. Worth.....Rec. Sec'y
W. R. Worth (Box 13).....Insurance Agent
W. R. Worth (Box 13).....Magazine Agent
45. **ROSE CITY**, at Little Rock, Ark. Meets
in Engineers' Hall, cor. Main and Second
streets, every Sunday at 2:50 p. m.
M. W. Campbell (Lock Box 648).....Master
Wm. Barrett (Lock Box 648).....Rec. Sec'y
Joseph Schellhorn.....Insurance Agent
46. **CAPITAL**, at Springfield, Ill. Meets
every Wednesday night at Engineers'
Hall.
L. A. Wisman.....Master
Jos. Henry.....Rec. Sec'y
L. Wisman.....Insurance Agent
(1201 West Chestnut street.)
J. H. Sincebaugh.....Magazine Agent
47. **TRIUMPHANT**, at Chicago, Ill. Meets
2d and 4th Sundays in each month, at
7 p. m., in Railroad Chapel.
R. V. Dodge (No. 12, 16th st.).....Master
P. G. Eich (65 E. Polk st.).....Rec. Sec'y
P. Furlong.....Insurance Agent
W. H. Gould & P. Furlong.....Magazine Ag'ts
48. **AMICITI**, at Harrisburg, Pa.
Wm. Stiner (4th and Reily sts.).....Master
L. C. Clemson.....Rec. Sec'y
Chas. Gine.....Magazine Agent
49. **SPRINGFIELD**, at Springfield, Mass.
H. C. Davis.....Master
C. O. Mansus.....Rec. Sec'y
C. O. Mansus.....Insurance Agent
C. O. Mansus.....Magazine Agent
50. **NEW YORK CITY**, at New York. Meets
1st and 3d Sunday mornings, and 2d and
4th Saturday Saturday nights in each
month, at 869 Second avenue.
H. J. Heddon (616 Lexington ave.).....Master
H. E. Pepper.....Rec. Sec'y
L. J. Park (211 E. 46th st.).....Magazine Ag't
51. **FRONTIER CITY**, at Oswego, N. Y.
A. L. Baldwin.....Master
Burt Lewis.....Rec. Sec'y
M. Gorman.....Magazine Agent
52. **GOOD WILL**, at Logansport, Ind.
J. S. Cool.....Master
M. Wallace.....Rec. Sec'y
C. D. Cool.....Magazine Agent
53. **FIDELITY**, at Sunbury, Pa.
John Pittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y

54. ANCHOR, at Moberly, Mo. Meets 1st and 3d Sundays in each month at I. O. O. F. Hall.
M. Olmsted.....Master
J. Hyndman.....Rec. Sec'y
J. A. Chapman.....Insurance Agent
F. Wilcox.....Magazine Agent
55. BLUFF CITY, at Memphis, Tenn. Meets every Sunday at 2 p. m. at Engineers' Hall, Adams street.
P. Powers.....Master
O. B. Hanes.....Rec. Sec'y
56. TOPEKA, at Topeka, Kan. Meets at Odd Fellows' Hall 1st and 3d Sundays of each month.
George Scott.....Master
J. R. Geheen.....Rec. Sec'y
Charles McIlroy.....Magazine Agent
57. BOSTON, at Boston, Mass. Meets 1st and 3d Sundays of each month, at 10:30 A. M., and 2d Wednesday at 7:30 P. M., in Engineers' Hall, 47 Hanover street.
L. L. Parker, Jr.....Master
(70 Cambridge street, E. Cambridge, Mass.)
B. F. Dean (Box 64, E. Boston).....Rec. Sec'y
L. L. Parker, Jr.....Magazine Agent
58. STAR, at Hoboken, N. J. Meets every Sunday at 2 o'clock, and 4th Thursday of each month, at No. 27 Washington Terrace.
E. Sturges.....Master
B. P. Bullock (91½ Garden st.).....Rec. Sec'y
59. ASHLEY, at Ashley, Pa.
J. M. Peck.....Master
A. E. Detrow.....Rec. Sec'y
Joseph Bennett.....Insurance Agent
Joseph Bennett.....Magazine Agent
60. UNITED, at Philadelphia, Pa.
W. R. Roberts (256 Diamond st.).....Master
J. S. Bodey (416 W. Norris st.).....Rec. Sec'y
Robert Deary.....Insurance Agent
(North Pennsylvania Eng. House.)
Robert Deary.....Magazine Agent
61. MINNEHAHA, at St. Paul, Minn. Meets every 2d and 4th Sundays at 3 p. m., cor. 7th and Jackson sts., Engineers' Hall.
R. Peel (183 Exchange street,).....Master
W. Hubbs (St. P. & P. Shops).....Rec. Sec'y
R. Peel (183 Exchange st.).....Magazine Agent
62. VAN BERGEN, at Carbondale, Pa. Meets in Engineers' Hall every Tuesday night.
E. McCawley.....Master
John Brydon.....Rec. Sec'y
O. E. Histed.....Insurance Agent
A. Hoyle.....Magazine Agent
63. HERCULES, at Danville, Ill.
W. A. Pickering.....Master
J. A. Bain.....Rec. Sec'y
L. Brownold.....Insurance Agent
J. A. Bain.....Magazine Agent
64. LOYAL, at Ellis, Kan. Meets in B. of L. E. Hall.
W. H. Hamilton.....Master
W. H. Cook.....Rec. Sec'y
W. H. Hamilton.....Magazine Agent
(Box 16, Brookville, Kan.)
65. ISLAND CITY, at Brockville, Ontario, (Canada). Meets 2d and 4th Sundays in B. of L. E. Hall.
A. E. Pennock.....Master
W. H. Stewart.....Rec. Sec'y
W. H. Stewart.....Insurance Agent
W. H. Stewart.....Magazine Agent
66. CHALLENGE, at Bellville, Ont., (Canada.) Meets 2d and 4th Sundays, in B. of L. E. Hall.
T. McDermott.....Master
James Cummins.....Rec. Sec'y
F. Lorenger.....Insurance Agent
Wm. Smith.....Magazine Agent
67. DOMINION, at Toronto, Can. Meets every 1st and 3d Mondays at 7:30 p. m., in B. of L. E. Hall, Dunn's Block, Queen street.
Charles Pope.....Master
(28 Little Richmond st.)
Wm. Prenter.....Rec. Sec'y
(375 W. Adelaide st.)
George Shields.....Magazine Agent
(16 Ester st.)
68. HUDSON, at Jersey City, N. J.
Z. T. Ross (313 6th street).....Master
W. J. Burton.....Rec. Sec'y
G. W. Page.....Insurance Agent
R. Hare (245 Grand st.).....Magazine Agent
69. HURON, at Port Huron, Mich.
T. W. Lord.....Master
(Box 13, Ft. Gratoit, Mich.)
Charles Raymond.....Rec. Sec'y
(Box 13, Ft. Gratoit, Mich.)
C. Raymond.....Insurance Agent
(Box 13, Ft. Gratoit, Mich.)
J. D. Brentnell.....Magazine Agent
(Box 13, Ft. Gratoit, Mich.)
70. LONE STAR, at Marshall, Texas. Meets in I. O. O. F. Hall.
A. C. Caten.....Master
James McDonough.....Rec. Sec'y
T. H. Wagensler.....Insurance Agent
James McDonough.....Magazine Agent
71. CAPITAL CITY, at Albany, N. Y. Meets every Sunday.
D. O. Shank, 85 Cherry street.....Master
L. O'Brien, 7 Union street.....Rec. Sec'y
S. Smith, 40 Madison ave.....Magazine Agent
72. WELCOME, at Camden, N. J.
Wm. Covels.....Master
L. Elberston (522 Bridge ave.).....Rec. Sec'y
H. Alcott.....Insurance Agent
A. Husten.....Magazine Agent
318 Bridge ave.
73. BAY STATE, at Worcester, Mass.
C. E. Bullard.....Master
T. E. Kelton, 42 Portland st.....Rec. Sec'y
T. E. Kelton.....Insurance Agent
42 Portland street
C. E. Bullard.....Magazine Agent
32 Plymouth street.
74. KANSAS CITY, at Kansas City, Mo.
B. B. McCrum.....Master
John Clinton.....Rec. Sec'y
cor. 14th and Hickory, West Kansas City.
Frank Rogers.....Insurance Agent
1206, cor. 9th and St. Fee sts.
B. B. McCrum.....Magazine Agent
905 Penn street.
75. ENTERPRISE, at West Philadelphia.
M. T. Goundie.....Master
C. E. Christian, 3922 Aspen st.....Rec. Sec'y
- 76, 77, 78, 79 and 80. Organizing.

THE BROTHERHOOD MAGAZINE.

DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN

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JUNE, 1877.

No. 7.

TEN MINUTES LATE.



IN '52 there wasn't a liklier fellow on the line than George Kirke. He was the son of a poor man, and his mother was dead. His father was an invalid. George had managed to pick up a good education.

Kirke began on the Stony Hill Railroad when he was about twenty-one or two years old. First, he was a brakeman. This railway business is a regular succession, and, generally speaking, a man has to work his way up. It ain't often that he gets right up to the dignity of a conductor at one step, with the chance to pocket ten-cent scrips, and with the privilege of helping all the good-looking and well-dressed ladies out of the cars, and letting the homely ones, with babies and band-boxes in their arms, stumble out as best as they may.

George did his duty so well that he was soon promoted to fireman, and, after he had learned the workings of the machine, he was made an engineer and given an engine. This engine was one of the newest and best on the line, and was called the Flyaway, and George was mighty proud of her, you may well believe.

I tell you, sir, your true engineer—one as is out and out for the business, and feels his responsibility—takes as much pride in his engine as the jockey does in his favorite race-horse, and would sit up nights, or neglect his sweetheart, to keep the brasses and flagrees of his machine so's you could see your face in 'em.

There was another man wanted George's chance. There's generally more than one after

every paying job. Jack Halliday had been waiting for some time to be engineer of the Flyaway; when he lost it he was mad enough to pull hair. He was a brakeman, likewise, and had been on the road two years longer than Kirke, and it would seem that the chance really belonged to him, yet he was a quarrelsome, disagreeable fellow, with independence enough to have set an emperor up in business and still have some left.

When Jack realized that George had got the inside track of him, his anger was at white heat. He cursed Kirke, and cursed the company and old Whately, the Superintendent, and things generally, until it seemed a pity that there was not something else to curse, he was in such a cursing order. There was more than one thing which made John Halliday down on George Kirke. George had been his rival in many respects, and particularly where the fairer part of creation was concerned. George was a great favorite with the girls, for he was handsome, and generous, and good-natured, and Jack was sarcastic, and always on the contrary side, and the girls avoided him, as they always should such a man.

We always expected that ill would come to George, from Jack's bad blood against him, and we warned him more than once; but he always laughed, and reminded us of the old saying that "barking dogs seldom bite," which is true in the main. And, as the time went on, until two, three, four months had passed since Kirke's promotion, and nothing occurred, we forgot all about our apprehensions of evil, and if we thought of the matter at all, we thought we had wronged Halliday by our suspicions.

It was a dark night in November, with con-

siderable fog in the air, and strong appearances of rain. I was at Golosha, the northern terminus of our road, looking after some repairs on a defective boiler, and I was going down to New York on the 7:50 train—Kirke's train.

About seven there came a telegram from old Whately, whose summer residence was nearly midway between Golosha and New York, and the old heathen had not yet forsaken it for the city. The telegraph operator came into the engine house where Kirke was at work—for he was always at work—and read it to him. Kirke made a note of it in his pocket-book.

"Pay train on the line. Will meet you just west of Leeds at 10:15. Shunt on to the sidin at Deering's Cut and wait. WHATELY."

Kirke's watch hung on a nail beside the clock. It was a fancy of his always to hang it there when he was off the train, so that he could make no mistake in the time. He glanced at the clock, and from it to his watch. Both indicated the same hour—7:15.

"7:15," said Kirke, meditatively, "and we leave at 7:50, and the pay train meets us at Deering's Cut at 10:15. Scant time to make run in this thick weather, but it must be managed."

And he turned away to give some brief orders to his fireman.

Jack Halliday was there—he had been strolling in and out of the room for the past half hour, smoking a cigar, and swearing at the weather. His train did not leave until near midnight, so he had plenty of time to swear.

We all went to the door and took a look at the weather, and unanimously voted it deuced bad, and then we walked up and down the platform, and smoked our after-supper cigars, and by the time we were through it was time for the train hands to be getting in their places. Both the clock in the engine room and Kirke's watch indicated 7:40.

Kirke was putting his watch in his pocket as he said—

"Garth, are you going with me on the Flyaway?"

"No, thank ye," said I, "I get enough of that sort of thing in my every-day life. I am going to do a little swell business to-night, and take passage in the palace car. Want to rest my back. Good-night to ye, and hold her in well 'round Rocky Bottom curve. The road bed's a little shaky."

"Ay, ay, sir!" responded Kirke, and swung himself to his position on the Flyaway.

The bell rang—I scrambled to my compartment in the Pullman, and felt horribly out of place among the silks and broadcloths and

smells of musk. But I was in for "first-class," and made the best of it so effectually that five minutes after Gibson, who fancies he owns all creation because he has got a silver coffin-plate on his breast with "Conductor" on it, had shouted "All aboard!" I was fast asleep. What occurred in other quarters to affect the fate of Kirke's train, I learned afterward.

Old Whately, the Superintendent of the road, as I guess I have already said, had a country residence in Leeds, on a mountain spur, which commanded a view of the surrounding country for more than a score of miles. The line of the railway could be distinctly seen in each direction fifteen miles, and Whately was wont to say his outlook was worth more to the safety of trains than all the telegraph wires on the line.

Whately was a rich old buffer, kind enough in his way, but sharp as a ferret in looking after the road hands, and determined that every man should do his duty. He had but one child, a daughter; and Floss Whately was the belle of the country. She was brave, beautiful and spirited, and more than once, when her father had been away, had she assumed the responsibility of directing the trains, and she had always acquitted herself with credit.

Old Whately was very proud of her, as he had a right to be, and he kept all the young fellows at a distance, until it was said that he intended keeping his daughter single till the Czar of all the Russias came on to marry her.

This night in November, old Whately and Floss were out on the piazza of their country home, peering through the gloom and fog for the Golosha train which was nearly due.

"It's very strange it doesn't come in sight!" said Whately, laying down his night-glass in disgust. "It is hard on to ten now! They ought to show their light round Spruce Pond by this time!"

"You telegraphed them, father? You let them know the pay-train was on the road?" inquired Floss.

"To be sure. And, good heavens! there is the head-light of the pay-train now! See, not ten miles away, and running like the very deuce, as it always does!"

He pointed with trembling finger down to the valley gorge, where, far away, a mere speck in the gloom, could be seen a light, scarcely moving, it seemed, but those anxious watchers knew it was approaching at lightning speed.

Father and daughter looked at each other. The truth was evident. For some reason the train from Golosha was ten minutes behind

time, and it would not reach the siding at Deering Cut until the pay train had passed beyond on to the single track! And then? Why, to read under the head of "Appalling Railroad Disaster!" and a few more homes would be rendered desolate, and a few more hearts would be made to mourn. Father and daughter looked at each other in dismay.

"Is there time?" asked the old man, tremblingly.

"Selim can do it," said Floss quickly. "If I can reach Leeds five minutes before the train—yes, two minutes—all will be well. Do not stop me, father!" as he laid a hand on her arm.

"But you must not go! It is dark and dismally lonely! No, Floss!"

"I shall go, father. Selim knows only me, and you could not ride him. I have ridden darker nights. And he is the only horse in the stable. Don't you remember? The others were sent to town yesterday."

Before old Whately could stop her, she had ordered the hostler to saddle Selim, and she was already buttoning on her riding-habit with rapid, nervous fingers. The horse came pawing to the door. Floss sprang into the saddle, leaned down and kissed her father's forehead.

"Pray Heaven to speed me!" she cried hoarsely, and touching the horse with her whip, he bounded down the sharp declivity.

It was raining steadily now, and the gloom was intense; but Selim was used to the road, and he was sure-footed and his rider courageous. She urged him on at the top of his speed, up hill and down, through Pine Valley and over Pulpit Hill, and then she struck upon the smooth road which stretched away to Leeds, two miles, as straight as an arrow. She could see the head-light on the pay train far down the valley, distinctly now, and to her excited fancy it seemed but a stone's throw away. She even thought for a moment that she heard the grind of the wheels on the iron track, but no! it was only the sighing of the wind in the pines.

On, and still on she went. Selim seemed to fly. One might have fancied that he knew his mistress was on an errand of life and death. The lights of the station were in view—nay, she even saw the station-master's white lantern as he strolled up and down the platform—the white lantern which was to signal the approaching train—to tell them to go on, for all was well. On to their doom!

She dashed across the railway track, flung the reins to an amazed bystander, and, striking the white lantern from the hand of the

astonished official, she seized the ominous red lantern from its hook, and springing upon the track, waved it in the very teeth of the coming train.

Two sharp, short whistles told her that her signal was seen, and a moment later the train came to a stop, and the officers rushed out to learn what it all meant. Floss told them in few brief words, and one of the men at the station went forward to confer with the train from Golosha, which had not yet been telegraphed from the next station beyond.

The man waited fifteen minutes before Kirke's train slid on to the siding, and it was then known that but for the decision of one young girl, the two trains must have collided four miles beyond Deering's Cut.

When told the story Kirke looked at his watch. The man from the station looked at his. Kirke's watch was ten minutes behind time!

You want to know how it happened. Certainly you must have guessed. Halliday did it. A man was found the next day who confessed to have seen Jack tampering with the time-pieces in the engine house that night, but he had thought nothing of it, he said.

Jack? Oh, he left town, and was last heard of in Australia. His little game was not a success. A few months later, Kirke was married to Floss Whately, for being ten minutes behind time.

Locomotive Pistons.

The following interesting contribution in the *Railway Gazette* of May 11, signed "B.," gives some good hints as to the working of the piston:

Two things at least may be said about locomotive pistons—one is that upon hardly any other detail of the machine has more ingenuity (of a certain kind) been expended, and the other that in but very few instances can ever a trace of this painstaking ingenuity be discovered as doing actual service.

The reasons for this apparent ignoring of so much patient labor are far from being obscure, although inventors and designers find them hard to understand, and still harder to appreciate in respect to their own contrivances. One of these reasons, a fact underlying all principles of construction, is that ingenuity does not necessarily involve the multiplication of parts, or the complex rela-

tion to each other of a few parts, but on the contrary that it is required, and is sometimes most severely tasked in reducing the number of parts, or in perfecting the simplicity of their arrangement with reference to each other. It might almost be said, indeed, that it would be easy to make anything in fifty pieces, but to make it in twenty-five, or ten, or finally in five, would be the work of only a true genius. To make the same thing in one piece, and to do it thus to a real advantage, would be indeed a crowning feat worthy of the highest commendation.

The writer has no new form of locomotive piston to propose or to recommend, but desires simply to urge the wider use of the more severely simple arrangement of parts. These cannot be said to involve anything whatever of recent design, though they may and do offer opportunity for the use of the newer forms or kinds of material which the last four or five years have brought into notice.

No one can deny the desirableness, on general principles, of simplicity of construction in a piston, or, indeed, the fact that it is, in idea, simplicity itself—that is, a mere block running closely in a cylinder. If, however, the circumstances attending its use, thus running in the cylinder, be considered, the requirements that may and do compel the abandonment of the simple solid block becomes quite obvious. It is true, however, that the contrivers of the cunningly devised pistons have failed, almost to a man, to appreciate some of the more important of these requirements, and so their endeavors have yielded little or no useful result.

One of the things that must thus be guarded against is the danger of injury to the steam-tight surfaces from the influx of cinders through the exhaust nozzle, or from the chance of muddy water boiling over with the steam, and from any such causes it is clear that the complex piston, of whatever form, will be probably the worst sufferer.

Then, too, the occasional examination of the piston in all its parts

must be so provided for that it can be accomplished with the utmost readiness, the most complete certainty that no detail shall be passed by, and also (in some cases at least) so that in unskillful hands the parts when taken out shall not lie before the mechanic a hopeless puzzle. It is quite clear that some of these troubles, in fact very nearly all of them, will disappear if the simple solid block, without follower or springs, could be used, and hence it is equally clear that the more nearly the piston becomes a mere circular block the better.

It can hardly be claimed that much ingenuity is needed to put two or three rings each one-half inch square into a solid block or piston-head, but it is nevertheless true that scores of persons can be found who quite refuse to believe that so old an idea as this, and one so simple, will really run for years in any cylinder, and continue perfect for the whole time.

It should be observed, however, that for the locomotive piston there may be needed a more ready means of complete examination than the removal of the entire piston and rod from the cylinder and the cross-head, though it may be said the dullest man could hardly fail to put it back again correctly, however ill the packing-spring puzzle might fare at his hands. It is probable, therefore, that some men would require an adaptation of the movable follower arrangement before they would consent to use this perfect plan of a light ring without any means for expanding it against the walls of the cylinder except that due to its own outline.

There are ample reasons why the endeavor should be made to introduce new materials into such parts of the locomotive, and even more into some part, of our cars, but one reason may be named which sometimes has rendered this difficult of accomplishment, viz., that manufacturers of new materials themselves do not always see clearly or promptly the precise requirement of any given case, nor do they always make the effort really needed when they do see the point. Some of these materials as found actually in use have

been quite fully perfected and proportioned to the stress laid upon them, and thus the fact of accomplished success in many cases renders the way clearer to those who in like manner may be trying to promote needed improvements.

MILLIONAIRES' PALACES.

Three Residences that Cost Altogether \$7,000,000---Lavish Expenditure.

For nearly two years past the summit of California street hill has been the scene of building operations on a gigantic scale. The crown of this hill is the site selected by the railroad magnates for their residences. D. D. Colton was the first to build, erecting his house on the northwest corner of California and Taylor streets several years ago. Leland Stanford, the President, and Mark Hopkins, the Treasurer of the Central Pacific Railroad Company, purchased conjointly the block surrounded by California, Powell, Pine and Mason streets, which they began to improve over two years ago. Although Mr. Stanford's residence, at the southwest corner of California and Powell streets, has been tenanted for some time, it is only very recently that it was completed. Mark Hopkin's house, at the southwest corner of California and Mason streets, is well under way, the roofing being nearly finished. The house of Charles Crocker, at the northwest corner of California and Taylor streets, is almost ready for occupancy.

These three buildings are the largest and most costly in the city. Hitherto no reliable estimate has been made public, being vaguely set at from \$500,000 to \$1,000,000 each. Leland Stanford's residence has, however, cost a round \$2,000,000. The total outlay on the residence of Charles Crocker will amount to about \$2,300,000. Mark Hopkin's residence, which is the most elaborate in design, will cost, when finished nearly \$3,000,000. Over \$7,000,000 is thus represented in these three residences.

The external appearance of these dwellings gives the spectator but an

indifferent idea of the costliness and magnificence of the interior. No expense has been spared anywhere. The bath rooms in the Crocker residence, for instance, have cost \$4,000 each, and there are about half a dozen of them in the building. Even the three-runged ladder in Mr. Stanford's library cost over \$150.

In all the interior woodwork the most valuable timber, specially imported from South America, has been employed. This has been handsomely carved and highly polished. All of the finished woodwork (even to the window sashes and frames) for each of the three houses has been made at the railroad workshops at Oakland Point. A large quantity of furniture for the Stanford and Crocker residences has been made also in the same establishments. Massive pieces of furniture for the Crocker residence are being manufactured at the railroad workshops. The elaborately carved frame-work of the handsome conservatory recently built on the Pine street side of the Stanford mansion was also made at the railroad shops at a cost, in round figures, of \$30,000. The appointments of the various rooms in each of these mansions have been prepared with the same disregard of cost. The architects represent that no estimate was made of the cost of either building when the plans were submitted. The plans were simply accepted, and all the details faithfully followed, the best and most expensive material being employed in their execution.—*San Francisco Bulletin.*

Iron Rail Supports.

Iron ties are now being tried on a section of the Central Pacific Railway, and are said to prove very satisfactory. They consist of circular concave plates, sixteen inches in diameter, with saddle upon the top in which the rail is set, much as in the ordinary chair. The outer half of the saddle is cast with a plate or bed-piece, and the inner half is secured with bolts after the rail is in place. An iron cross-bar connects the plates on opposite sides, the bar having a joint in the centre held by a bolt,

with an elastic material in the joint. Elastic material is also placed between the rails and the bed-plates. It is claimed that the plates give a better support than wooden ties, and are much more enduring, and that so, although costing twice as much as wood ties, they are more economical.

The Longest Tunnel in the United States.

Few people know how great an engineering enterprise is going on in Baltimore county. For one thing alone, a tunnel six and four-fifths miles long—36,510 feet—is being built underground, for over four-fifths the distance through hard gneiss and granite. It will be the longest tunnel in the country, and there will be only two larger in the world—Mont Cenis, which is eight miles in length, and the St. Gothard, now in progress of construction, and which is to be nine and a quarter miles. The fact that the water-supply tunnel lies near enough to the surface to allow of numerous shafts, greatly facilitates its construction. The tunnel is a circle twelve feet in diameter, and extends from the Gunpowder River, about eight miles from the city, to Lake Montebello—the distributing reservoir—near the Harford turnpike, about a mile and a half from the city, the direction being twenty-six degrees west of south. This tunnel will conduct the water from the Gunpowder River to Lake Montebello. Thence a conduit, 4,120 feet long, known as the Clifton tunnel, (from the fact that it passes under a portion of the Clifton Park,) conducts the water to a point just south of the Harford road, where it enters six mains, each four feet in diameter, which conveys the water to the city, a distance of 1,900 feet. The country along the line of the work is hilly, and the tunnel varies in depth below the surface from 67 to 353 feet. There are fifteen shafts in the main tunnel, the deepest extending 294 feet below the surface. The water rains down from the crevices of the rocks, and pours along the bottom of the drift. Gangs of men, each with his miner's lamp

attached to his hat, are hard at work picking and delving in the flinty bowels of the earth; and the monotonous clang of the hammer upon the drill is constantly heard, except when everything is in readiness for firing the mine, when all retire to a safe distance, and thunderous reports roll through the rocky corridors. The work of tunnelling is all done by hand, it being cheaper than the machine work in a drift of such narrow diameter.—*Baltimore Gazette.*

Items of Interest.

In Wilmington, Delaware, May 2, a meeting of employes of the Philadelphia, Wilmington & Baltimore road was held, at which were passed resolutions of respect for Mr. George W. Perry, who died recently, and was formerly for many years Master Mechanic of the road.

An exchange says that Mr. J. B. Nichols, agent for the Kansas Pacific at Cheyenne, has amassed a fortune of \$1,000,000. Possibly a liberal compositor has added a cypher or two to the amount, but if the item is true the agent at Cheyenne has done a good deal better than the company has or is likely to do.

Mr. Rufus Horton, a locomotive engineer on the Raleigh & Gaston Railroad, is perhaps the oldest engineer in North Carolina in point of continuous service. He ran for years on the Wilmington & Weldon Railroad, in days when there were no cabs on engines; when engineers wore kid gloves while running their locomotives, and when people in the country would go to the stopping places on the railroads and want to take them to their homes in carriages. Mr. Horton cannot read or write, but remembers to a cent every grocery bill he ever paid in his life. He never forgets anything. When they change the schedule somebody reads the new schedule over to him one time, and he plumbs it with absolute accuracy from the first trip.

The Hinkley Locomotive Works, at Boston, are building two heavy engines for the Fitchburg and one for the Boston & Lowell.

The Reading Railroad shops at Reading, Pa., are building 50 iron dump cars for carrying coal.

The Dickson Manufacturing Co. has a good deal of locomotive and other work on hand in its shops at Scranton and Wilkesbarre, Pa.

The Laconia Car Co., at Laconia, N. H., now employs 200 men, and is turning out one box car per day.

The Laclede Rolling Mill, at St. Louis, is running double turn and employs 425 men.

The Harrisburg (Pa.) Car Works have been shipping a number of oil tanks for the Standard Oil Co.

The Pennsylvania Railroad shops at Altoona are building 10 new locomotives.

“Pull out, Bill!” shrieked an engineer’s son to his playmate, a brakeman’s boy, who was in imminent danger of getting smashed by his mother, who was coming after him. “Git on the main line, and give her steam! Here comes the switch engine!” But before the juvenile could get in motion she had him by the ear, and he was laid up with a hot box.—*Burlington Hawkeye.*

A CORRESPONDENT on the Southwestern Division of the Chicago, Rock Island & Pacific Railroad writes to the *Railroad Gazette*:

“The twenty-four locomotives, which have all steel boilers and which have been in heavy service for six years, are all good; not one of them to my knowledge has had a cracked sheet. I have patched some of them in the bottom and corner of the fire-box, caused by rust and ashes eating the sheet away, but I believe if I had adopted our present system of holding the grates I would not have had to do this. The system consists of leaving the side of the grate a little loose, so that when the fireman shakes the grates he moves the side-bars enough to shake all the ashes from between the side-bars and side-sheets. If ashes do not collect next the sides of the fire-box the sheets will not be rusted away. We

also place our grates lower than they are ordinarily placed on other railroads, the centre of the grate being on a line with the rivets through the mud-ring. We used the ‘fingered’ rocking grate. I have been using for three months a slide valve with ports $1\frac{1}{4} \times 10$ in. and 13-16 outside and scant 1-16 inside lap. The cylinder is 16×22 in., and I think the engine works better in all respects than it did with the old valve with ports $1\frac{1}{4} \times 15$ in. and the same lap.

“I am rebuilding a passenger engine with the same ports. I have a very hard road to operate, with heavy grades, short curves and mud foundation. Our engines work full stroke or are shut off most of the time. Fourteen freight cars loaded are a heavy train, and sometimes we cannot haul twelve cars, although we have as good engines as there are in America, I believe.”

An exchange says: “An engine—formerly known as No. 75, of the Indianapolis, Bloomington & Western Railroad, afterward as No. 9, on the Peoria & Springfield, and still later as No. 6, on the Peoria, Atlanta & Decatur—has, since the change of receivers on the Peoria & Springfield road, turned up missing. It is said the engine was recently made the property of A. S. Ware, of Pekin, by a decision of the United States Supreme Court. Bob Ingersoll is said to be a third owner, as is also D. T. Thompson, of Pekin, formerly of the construction company of Thompson, Griggs & Co. It is said that Ware sold the engine to Gen. Wright, of the Indianapolis, Bloomington & Western road, for \$1,000. The Peoria Circuit Court will take possession of the engine, when found, as the property of the Peoria & Springfield road.”

The Way Jim Keene Operates on Wall Street.

Speculators who lounge in Jim Keene’s private office during Stock Exchange hours describe his way of operating as being remarkable. When the market gets dull, and the current seems setting against his in-

terests, he becomes extremely lively. "How's Lake?" he yells at the "pad shover" fresh from the Exchange.

"Lake Shore is 52," replies the broker.

"Sell two thousand at the market!"

Another broker enters.

"How's Lake now," inquires Keene.

"Fifty-two and one-eighth!"

"Thunder and lightning! So that's the way they lick it up! Want Lake, do they? Anxious to buy Lake! Well, they shall have Lake! Run over and shoot 'em five thousand!"

The broker goes to the Exchange, sells the stock, breaks the price to 51 $\frac{3}{4}$, and returns.

"How do they feel now?" inquires Keene. "Got enough Lake, I guess!" Just here he looks at the "ticker." The price has reacted to 52. He jerks the tape out two feet or more, walks about the room, gives orders to sell twenty or thirty thousand shares, turns the Exchange into excitement, sees the price break two per cent., and putting in a few orders to pick up some stock on the general demoralization, relapses into comparative quiet.

The New Bergen Tunnel.

The first passenger train run through the new Bergen tunnel, recently completed by the Delaware, Lackawanna & Western road, was attended by many interesting incidents. It contained three magnificent drawing-room cars, and was drawn by the heavy engine "E. S. Archincloss," run by Mr. Lewis, the Master Mechanic of the road. The engine was decorated with flags and parti-colored plumes, and, as the train moved out of the depot, amid the cheers of the throng assembled to see it off, all the engines and steamboats within hearing distance began to whistle with a diabolical shrillness which may have given voice to the joy of the company's employes, but which certainly was distressing to the unfortunate passengers. In full sight of the passengers, as the train entered the tunnel, was the mule that did a great

part of the heavy work. He was decorated with flags and streamers, and was at once christened "The D., L. & W. Cavalry."

Going through the tunnel the train "slowed up," and the engine rang its bell all the way, varying the performance now and then with a whistle. The bell sounded like the strokes of a heavy hammer on an anvil, heard from a distance, and the whistles, instead of being shrill and defiant, came back with a dull, meaning sound, as though cut short in the prime of their unmelodious shrillness and flattened against the roof. Even the rumbling of the cars were softened in this mile of darkness.

From Hoboken to Morristown, and thence back by another branch of the road to Paterson, the people turned out to welcome the train, and at every station was a display of bunting (some of which had done duty in the Centennial year) and a salvo of artillery, varying from the resonant six-pounder on wheels to the diminutive toy cannon fastened on a log. Everywhere the agonizing whistle made itself heard, sometimes so suddenly and unexpectedly as to startle all but the professional railroad men.

The officers of the Board, including Samuel Sloan, President; Percy R. Pyne, Vice-President; John Brisbin, counsel, and most of the Directors, acted as hosts, and Mr. J. T. Hough, the General Agent, devoted his whole time to the entertainment of the guests. Among the latter were Gov. Bedle, of New Jersey; ex-Gov. John T. Hoffman, of New York; Marshall O. Roberts, John G. Dale, E. R. Holden; Mr. Schenck, of the Merchants' Hotel; R. G. Rolston, Mayor Buckley and ex-Mayor Smith, of Paterson; John A. Draper, the witty and rubicund auctioneer; F. Walcott Jackson, of the Pennsylvania Railroad; John T. Agnew, Jackson S. Schultz, and many others.

At Paterson the train was met by a number of carriages, and the officers and guests of the road were taken to the splendid residence of Mr. Thomas Barbour, about two miles out of the city. Here they received what Mr. Barbour truly

called a "genuine Irish welcome," and partook of a lunch which lacked little of being a dinner. The speakers were Mr. Barbour, Gov. Bedle, President Sloan, ex-Gov. Hoffman, William E. Dodge, (who said nothing about the five wine glasses set in front of his plate, and made no mention of the great temperance question which prompted him to quit the Union League Club,) Moses Taylor, S. B. Chittenden, the Hon. William Walter Phelps, John Brisbin, (who said the Delaware, Lackawanna & Western Railroad could easily mortgage its Pennsylvania property for \$50,000,000 if the worst came to the worst,) Mr. Wm. Ryle, President of the Paterson Board of Trade, and Mr. Jackson S. Schultz. Gov. Hoffman said he would like to see the tunnel opened at the New York end, and suggested that Mr. William E. Dodge might do well at some future time to entertain the company at the Union League Club, provided his resignation was not accepted. Mr. Phelps said he supposed Mr. Dodge wondered what the taste of champagne was, while others of the party were somewhat in doubt as to the taste of water.

[For the B. of L. F. Magazine.]

WHAT I LIKE TO SEE.

In the April Magazine, I think you'll agree,
Some poetry was written and signed Santa Fe,
Now, who was the author, I don't mean to tell,
But you all must admit that he done very well.

In expressing his opinion, he is just like me—
In speaking of things that "I don't like to see."

But while talking of them these facts I must tell—

There are things that I do like to see very well.

I like to see a Train Dispatcher genial and kind,
With the Master Mechanic's "posish" the last thing on his mind;
And when giving an order to some train on the road,
He won't put on such a smashing big load.

I like to see a Conductor come 'round with his bills,
Not looking like he'd just had a dose of the chills,
But with a smile on his face so jolly and gay,
Give a jerk of his thumb when we are off and away.

I like to see an Engineer who is not a bit cross,
If anything goes wrong he will say 'tis small loss;
When called to go out and "buck" snow in the night,
With a smile on his face from his bed he'll alight.

I like to see a Fireman who has sense left to know,
He is sure to learn more the older he'll grow,
And if he stands 'round with nothing to say,
Knowledge always his silence is sure to repay.

I like to see a Baggage-man using discretion,
And considering his smashing is not a profession;
He will handle his baggage with the greatest of care,
So the "grangers" won't laugh and the owners won't swear.

I like to see a Brakeman wear respectable clothes,
And by doing his work well show what he actually knows;
When he goes after his pay he takes up the "quill,"
And the space in the "rolls" for his name he will fill.

Now then before this short poem I end,
Allow me to ask of you all as a friend,
That while reading this over with me you'll agree,
I am perfectly right in what "I like to see,"
M. S. M., Division 56.

[For the B. of L. F. Magazine.]

TO THE FRIEND OF MY BOSOM.

BY E. V. D.

Brother Mullen, I've heard the news this eve,
That forces a tear from your eye;
You need not explain, I know that you grieve
For poor Sam, who has whispered good-by.

He was truly a kind and noble youth,
Whilst enjoying this frail bit of life;
Always endeavoring others to soothe,
Who were troubled in this earthly strife.

But his days of sorrow are now at an end,
For he's gone to the land of the blest,
Where peace and happiness their charms do lend,
To the weary that are summoned to rest.

Ah, gone forever! So sadly you say,
When you think of the spirit that's flown,
The sands of life run quickly away,
And the Giver redeemeth his own.

At the silent churchyard of Effingham,
'Midst the drooping of willows and roses,
A newly arranged tomb marks the spot where
Sam
In angelic calmness reposes.

—TERRE HAUTE, IND., April 23, 1877.

Editorial.

Intemperance.

The Brotherhood of Locomotive Firemen aims to elevate the character of its members, to make them good, temperate and law-abiding citizens. Its meetings are somewhat similar to courts of justice. All offenses against its laws are punished severely. The following extracts will show the way in which all cases of intoxication are disposed of. Art. 4, Sec. 5 reads as follows:

"If any member of this Lodge is connected in any manner with the sale of liquors or intoxicating beverages, he shall be expelled, and surrender his right and title to all privileges of the Brotherhood."

Art. 7, Sec. 3, reads:

"Should any Brother neglect his duty, or injure the property of his employer, or endanger the lives of persons willfully, while under the influence of liquor or otherwise, it shall be included in the investigations as laid down in Art. 8 of the Constitution, and be subject to the penalties of the same."

Art. 7, Sec. 9, contains the following clause:

"Any member guilty of habitual drunkenness or heinous offense against the laws of the land, shall be expelled."

The following excellent article showing the downward tendency of a life of intemperance, was written for the MAGAZINE by a *edy* friend, of Poughkeepsie, N. Y., who is very much interested in our excellent Order:

"Intemperance, like other vices, is deceitful and seductive. It frequently presents a beautiful exterior. Youth is charmed and cheated by it, and old age it often covers with shame and disgrace. Intemperance is like a cloud that appears in the

heavens on a clear summer's day—at a distance it looks beautiful. It promises shade and shelter to the weary and thirsty spirit. As it approaches the beauty disappears, and soon we have the harsh and terrific thunder, and the tempest is upon us, and man himself flees a fugitive before the storm. A serpent winds itself noiselessly through a bed of flowers, ever and anon lifting his crested head above the foliage and spurting in the sunlight. Suddenly he comes upon a little child, who, unsuspecting of evil, has stooped to pick some flowers. Then is the nature of the monster developed. Around that form it coils itself, and, with a hissing sound, strikes him with its fangs. Crushed and wounded the child is left to die, while the monster moves away and is soon lost to view. Intemperance is such a serpent. To youth it presents a fair and beautiful appearance. The wine sparkles in the cup, and the gay festival attracts the unthinking throng. At last 'it biteth like a serpent and stingeth like an adder.' Within its coils the victim writhes and groans in agony until the poison, like boiling blood, flows through all his veins, reaching his brain and setting his soul on fire. The youthful voyager ventures upon the sea of intemperance, and it seems as calm and placid as a sea of glass. But as the green hills of sobriety disappear the waves of destruction begin to dash around him. The whistling blasts of poverty makes frightful music, and ere long his dream of pleasure is disturbed, and he is tossing like a ship without a rudder, or chart, or compass, upon this terrible sea of temporal and eternal ruin.

"The drunkard shall come to pov-

erty. Poverty in itself is not a crime. No disgrace attaches to the man who, by reverses in business, is led down from affluence to destitution. The poorest man who walks this earth of sorrow, or who toils in vain to clothe and feed his children, can stand in the presence of the man of millions with a consciousness of no inferiority. But when poverty is the result of crime, it becomes at once sinful and disgraceful; when it is the result of gambling, drinking or cheating, it covers its victim with a robe of shame. Under any circumstances it is exceedingly distasteful and inconvenient to be very poor, and by some men poverty is dreaded as one of the worst of evils. Now poverty is as sure to follow a course of intemperance as light and heat are to follow the rising of the sun. God has so ordained. In his word he has declared the drunkard shall come to poverty, and wherever we behold drunkenness we also gaze upon squalid misery. Go into any community and you will find affluence to be the result of sobriety, and destitution the sure attendant of dissipation. The wretched beings who sometimes reel along our streets, the sport of boyhood and the shame of manhood, the miserable creatures who frequent bar-rooms and saloons, are those who have forgotten the declaration of the Almighty: 'The drunkard shall come to poverty.' He took the social glass and drank its contents. The pledge was disregarded and the warning of temperate men unheeded. Step by step he descends from respectability and comfort to wretchedness and woe. Sooner or later poverty will crush the spirit of every man who 'looketh upon the wine when it is red, or who goeth after

strong drink.' He may bear up against it for a while; he may think he has the power to drink or refrain from it; he may boast how strong he is and how easily he can dash the inebriating cup to the earth, but if he persists in this terrible destruction of the human system it will ultimately overwhelm him. It will perplex and disturb his business; it will mortgage his house, and it will ruin all his prospects for this life and the life to come.

"Intemperance ruins the physical constitution. The human body under the influence of strong drink is like a disarranged and broken instrument. The purpose of its creation is defeated, and it becomes the seat of numberless diseases, aches and pains, sorrows and woes. The drunkard presents a fearful specimen of a broken-down man. He moves along the street with downcast eyes, or staggers to and fro with a heavy tread; his nerves are all unstrung, or braced beyond endurance; his head aches and his brain is racked with a thousand fancies and agonized by a thousand fears, his intellect is shattered. There is a strong sympathy between the physical and mental parts of man—one acts upon the other. He who would see the intellect entirely dethroned must visit the bed of a man suffering with the torments of delirium tremens. The poor sufferer is haunted by every image of torture—he sees horrid shapes and hears horrid sounds. Sorrow takes possession of him. He pleads with his friends to tear away the strangling serpents from his throat—to drive away the demons who have come to torment him. In what prison or mad-house can you find insanity like this? The widow's tear and the orphan's la-

ment bid the living beware of the drunkard's doom.

"The sacredness of home has often been made the subject of discourse. There is scarcely a man or woman whose heart has not responded quickly at the mention of that ennobling word—home. It is associated with the pleasant scenes of childhood and youth; with the prayers of parents and the love of brothers and sisters who may now be sleeping in the grave. Men who wander far away over ocean and land, as fugitives or travelers, look back with pleasant emotions to a spot which they call their home. Intemperance will poison any home. Man, when sober, is kind and affectionate; under the influence of strong drink he becomes fierce and wicked. Many a family has been made wretched and miserable by this fiend.

"In many of the daily papers we read accounts of that terrible disease hydrophobia. The cities are beginning to be alarmed. Muzzles and chains are being used, and hundreds of these creatures will doubtless be destroyed. All this is well. It should not be otherwise. Why cannot the madness of intemperance receive a like attention? A disease as fearful as hydrophobia, is destroying its victims every day and no one seems to be alarmed. Suppose a man should build houses upon the corner of every street, that from his doors and windows he might let loose mad dogs of every size and tribe to bite the people and spread the poison of disease through the community. What would be thought of him? Why, the law would lay its heavy hand upon him, close his doors and drag him to some place of confine-

ment. And yet here are men found on almost every street whose sole business is to let loose upon society misery and madness in its worst form, who send out their run dogs, and whose trade is to spread disease among men, and make war alike upon the bodies and souls of our fellow creatures.

"It devolves upon us to say how far the waves of intemperance shall sweep on. We all ought to rise and arrest, if possible, the tide of ruin which is sweeping over the land. The monster with whom we have to contend will not be defeated without a struggle. We may toil long against the evils but victory will eventually crown our labors. Be not discouraged though little may be seen to be effected. It is the work of God and will ultimately triumph, and intemperance will be driven from the land.

"Never doubt a righteous cause,
Go ahead!

Throw yourself completely in,
Conscience shaping all your laws,
Manfully through thick and thin.
Go ahead!

Do not ask who'll be with you;
Go ahead!
Numbers spurn the coward's plea;
If there be but one or two,
Single-handed though it be,
Go ahead!

Though before you mountains rise,
Go ahead!
Scale them? Certainly you can;
Let them proudly 'dore the skies:
What are mountains to a man?
Go ahead!

Though fierce waters 'round you dash,
Go ahead!
Let no hardship baffle you,
Though the heavens roar and flash,
Still undaunted, firm and true,
Go ahead!"

◆◆◆
A FREIGHT engine on the Baltimore & Ohio while nearing Campbell's Station, exploded, killing a brakeman named Bell, and scalding the fireman, named Baldwin, so badly that he afterwards died from his injuries.

THE reason that the Russians didn't take the Kars they desired, was because the Turks had all the passes.

A HEAVY land-slide occurred on the Rock Island road, near Avoca, Iowa, on the 16th of May, delaying trains for some time.

S. F. DIXON, said to be an engineer on some Colorado road, was run over and killed at Leavenworth, Kansas, on the 16th of May.

Six thousand shares, or a controlling interest in the Cincinnati Southern road were subscribed by Cincinnati men on the 21st of May. The stockholders met and organized on the 22d of May by electing the following Directors: Rufus King, John Shillito, Robt. Mitchell, David Senton, J. P. Rogers, Wm. Glenn, R. M. Shoemaker, J. N. Kinney, Henry Lewis, Alfred Garther, Preserved Smith, J. L. Keck and J. H. Rhoads.

As an engine belonging to the Philadelphia, Wilmington & Baltimore Railroad, was standing on the track on Washington avenue, Philadelphia, on the afternoon of May 22d, and during the temporary absence of the engineer and fireman, an unknown man jumped on the engine and started it at full speed toward the river front. The two freight cars which were attached to the engine struck the bumpers of of the Washington street wharf with such force that the engine was thrown from the track and the cars ran into the river. The stranger, who was evidently insane, was pitched into the water by the shock and drowned.

THE Pittsburg, Fort Wayne & Chicago Railroad now runs a fast passenger train from Chicago to New York, in opposition to the Wabash road. It starts from Chicago at 4:30 p. m., and puts passengers in New York before 10 the succeeding night, making the trip in twenty-nine hours.

THE proceedings in the case touching the sufficiency of the bond in the injunction case against the Cincinnati, Lafayette & Chicago Railway, was brought to a termination on the 16th of May, by the filing of a new bond, signed by the officers of the Lafayette, Muncie & Bloomington road, in whose favor the injunction was granted, and also by H. H. Harris, a prominent banker of Cleveland, Ohio. This stops the Peoria, Toledo & Warsaw road freight coming over the Cincinnati, Lafayette & Chicago road on to the Wabash road at Lafayette.

A BILL similar in its provisions to the laws lately enacted by New Jersey, Delaware and Pennsylvania, has passed the lower house of the Illinois Legislature. It provides penalties for abandonment of a locomotive on the road, for damaging equipment or obstructing the track, and for conspiring to obstruct or prevent the running of trains. There was nothing in the bill which compels railway officials to give notice to their employes before discharging them, or requiring them to pay their men promptly.

STEAM street cars were recently placed upon the Market Street Railway, Philadelphia. A small boiler incased in wood is placed in front of the car, and by an ingenious contrivance the whole power of the engine can be concentrated on the brakes.

Pleasant Meeting of the Philadelphia Brothers--Bible Presentation---Speeches, &c.

The meeting of United Lodge, No. 60, at Philadelphia, on April 21, was one long to be remembered by the Brothers. The meeting was called to order at 9 o'clock by Brother James McNeal, Brother I. C. Roberts acting as Recording Secretary *pro tem.*, after which Mr. Harry Brown was introduced and made a short address, on being elected Chairman for the evening, and extended an invitation to the audience for some one to sing a song, to which Mr. Riley responded with "I'l ena Luida." The United States Band was ordered in, and enlivened the occasion with the choicest of music. They played for a considerable length of time; after which a committee was chosen to wait upon the engineers, then in session in the upper hall. The committee appointed were Messrs. William R. Roberts, James McNeal and I. C. Roberts. In response to the invitation the engineers descended to the lower hall. On motion of Mr. Henry Brown, Mr. J. Lewis Worroll was chosen Chairman for the rest of the evening. Then came the presentation, which consisted of a Bible and altar. The altar was brought in and placed in the centre of the hall by Mrs. James McNeal; the Bible was then brought and placed upon the altar by Miss Annie Gilbert. Mr. Brown then made the presentation speech in behalf of the donors, and was responded to in behalf of the Lodge by Mr. Worroll. After this, speech-making became general, and addresses were delivered by Wm. R. Roberts, J. Lewis Worroll, James McNeal, and last, but not least, Joseph Steiner, a worthy representa-

tive of the press, in behalf of the laboring class, which was well appreciated, he going into detail considerably, and in conclusion the speaker thanked the audience for the kind attention with which they had favored him.

After this refreshments were served—ice-cream, cake, and other luxuries—in abundance, after which jokes were cracked and songs sung, the parties indulging in these amusements until a late hour, when they departed for their homes apparently well pleased with the evening's entertainment.

ADDRESS BY H. H. BROWN, OF DIVISION NO. 119, B. OF L. E.

Mr. Chairman, Ladies and Gentlemen:

To me has been delegated the pleasure of having the honor of being the representative of these ladies—the wives, mothers, sisters and lady friends of this newly instituted Lodge of the B. of L. F., No. 60. In behalf of them let me present you with these tokens of their love and esteem—the Holy Bible and altar. They are offered with a hope that the Bible may be a guidon in your pathway; may it help you to lead sober, just and moral lives. Further, Mr. Chairman, as we understand, the Bible is one of the emblems of your Order, and it is the earnest wish of all your friends now present and those not here to-night, that you may here learn and put in practice the sacred truths therein contained, so that when the last watchman calls you to report to that great round house above, you can go with clean hands and purified hearts. Friends, these associations have their beginning and their end, and we all hope that you may meet as a band of brothers in that good home eternally in the heavens. As one of the many institutions that are calculated to assist in moulding the character of society, we wish you God speed. Bearing your share of the responsibilities of these times, and, I might say, the times that try men's souls, I appeal to you to make your Order

know that it is necessary to have sober and competent men on every locomotive that turns a wheel, for, by so doing, you will not only raise your Order to a higher sphere but do the will of God. Again, we find in your Brotherhood an expression of that great law of love that underlies the religion of Him that doeth all things well; some may call it what they will, but if it speaks forth the language of love and fellowship, then I would call it Christian, and recommend it to all right-minded men and women, and would consider it a fraternal helper in the work of philanthropy, enjoined upon all men. It was well for Gibbon to write history, it was proper for Milton to write poetry, it was also good for Blackstone to give to the world his work of jurisprudence; Aggrassis has brought us under obligations for his researches into the secret works of nature, but I do say that the fireman who performs his part of life is equally honored by God and esteemed by his fellowmen. You, my friends here, have taken hold of your interests in a manner that augurs sure success; your movements will, in a manner, soon surprise your employers and command their respect; they will also learn and realize the fact, which is patent to all, that educated labor is equal to the would-be physical force of capital. Be benevolent, be sober, be industrious and true to your laws, and you will meet with much merit now and eternally. Let your object be to treat all men aright, at the same time having no local prejudices as belonging to the common brotherhood of mankind; aim to make your friendship practical, smooth down the rough places that often occur to mar the feelings of some; aim to elevate each other in your moral and social relations in everyday life. Brothers, let your Lodge room be a place of instruction, and the various questions that may arise out of your general business, also the inquiry necessary to a solution of those questions, and the information derived from their discussion, afford food for thought which cannot help but to increase knowledge; let this be a place of mutual interest and im-

provement. All are placed on common ground, each one should be made to feel that he has a personal interest in what is said and done, at all times; and all of you are alike in a measure responsible for the welfare of your Division. Let all of you take part in the councils and proceedings of the Lodge room, and in that way the timid will gain confidence, which should be free to all; therefore the hidden talent which will be called out would otherwise lie dormant. Let your Lodge room be a place of courtesy and mutual respect; let no restriction be thrown around the freedom of speech, for by these and such ways only the Lodge can and will be made pleasant, useful and a desirable place to spend an evening, free from turmoil, free from temptation to evil, surrounded by a healthy and moral atmosphere, and its position will surely tend to good.

In conclusion, let me say one more word, love one another. We have in that Book a beautiful illustration of that law; by your adhesion to your Brothers and an effort to lift each other to a higher sphere in life, the allusion referred to is where the Saviour prayed that his people might be one, "To be of one mind and one heart." This is an utterance from Divine authority and places the seal of reproach upon him who fails to fulfill his obligations.

We once more wish you peace and prosperity.

SPEECH OF BROTHER J. L. WORROLL.

Ladies and Gentlemen:

I have accepted the kind invite of the Brotherhood of Locomotive Firemen to receive for them the Bible presented by the ladies of this district. I confess my inability to enumerate words that will convey to you their high appreciation of your gift—the Bible. We say—

Be thou our star in rising night,
Be thou our rock in danger's flight,
Be thou our guide 'mid passion's way,
Our moon by night—our sun by day.

The highest eulogy we can pronounce upon this Book of all Books is to take it for the man of our counsel and Polar Star of our lives. Not merely to admit and laud its supe-

rior excellence and let it remain on the shelf until *Anathema Maranatha* can be written in the dust upon its lids, and criminally neglecting to aid in giving it to millions who are groping in ignorance and heathenish darkness. Divine in its origin, written by the pen of inspiration, dipped in the burning indignation of God against the wicked on the one hand, and in the melting fountain of His love for the good on the other. The sublimity of its language caps the climax of rhetoric. As a history of that grand epoch when God said, "Let there be light and there was light," it stands alone clothed in the majesty of Divinity.

As a chronicle of the creation of man after the moral image of Deity, of his ruinous fall, and of his subsequent mad career, it must remain unrivaled; as a chart of human nature, and of human rights and wrongs, and of the character of the great Jehovah, its delineations in precision, fullness and force of description far exceeds the boldest stroke and finest touch of the master spirit of every age and clime; as a Book of poetry and eloquence, it stands in lofty grandeur towering above the noblest productions of the most brilliant talent that have illuminated and enraptured the classic world; as a Book of counsel its wisdom is profound, boundless and infinite, it meets every case in time, and is the golden chain that reaches from earth to heaven. It teaches us our native dignity, the designs of our Creator, the duty we owe to our God, ourselves, our families, our parents, our children, and our fellow man. It teaches us how to live and how to die, and points the soul to its crowing glory—a blissful immortality beyond the skies.

While through the sea of life we sail,
Christ shall be our captain, Grace our gale,
Hope shall be our anchor, while we ride,
The Bible shall be our compass o'er the tide.

Ladies, you have made a judicious selection of an article to present to the B. of L. F. It is a gift from God to man, a guide to his path and a light to his feet; and the donors—the ladies—are a gift from God to man to make his home happy and to console him in his hours of trouble.

From the mother the child receives its first impressions which are most lasting. Her example is its model, her lessons its sentiments, her precepts its laws. In no circle is woman as lovely, as safe and as useful as in the domestic and on the errands of mercy. Such was her circle when Greece and Rome flourished; when she becomes a student of the school of fashion they fall.

The safety of a nation depends on the virtue of woman. And I will add the virtue of woman depends on their being properly treated by men. By elevating them in the scale of being and intelligence their virtue is best protected. To mothers we are indebted for the liberty we enjoy—on mothers its prosperity depends.

Ladies, we accept this gift as a token of respect, and the encouragement for us to still pursue our course. Our objects are, as represented by you, to improve and lift up those of our profession—the Brotherhood of Locomotive Fireman—and from the able address accompanying the gift by Brother Brown, we shall strictly adhere to it. We are a beneficial Society, combining ourselves together to relieve the wants of our Brethren and their widows and orphans, the relief of the distress, to bury the dead, and educate the orphans, is a command of our laws.

All the social virtues of the mind—
A love to all mankind;
A due regard for liberty and law,
Zeal for our country and righteous laws,
If those are deserving fame,
Let the B. of L. F. enjoy the praise without claim.

ADDRESS BY JOSEPH STEINER.

Brethren and Friends of United Lodge:

I feel it both a pleasure and honor to be permitted to offer you a few remarks this evening. I would not, to be sure, impose upon you the belief that I am given to public speaking, or that I possess a Ciceronian ability. The contrary of this you will speedily discover, as also the fact, that in my inmost soul is deeply seated that fraternal love, which should—and I believe does—characterize the good and true in all justly found-

ded organizations for the protection and elevation of mankind, especially in this our Order, or rather Brotherhood of Locomotive Firemen.

Locomotive Firemen! Brothers, there is a peculiar significance in this title that hitherto we have dreamt not of, a significance which, if properly understood and appreciated, would insure to us a degree of respect and deference to which in the past we have been strangers. To the vulgar mind our calling may perhaps appear as only that of "coal-breaker," or coal-heaver," but its aim and end abundantly proves that it is in reality the initiatory step to a position of honor and trust second to none in existence. I refer of course to locomotive engineer.

This is the goal of every fireman's hope and ambition, to reach which he must pass through a season of severe trial, labor and anxiety. But at this we must murmur not, for 'tis by patient labor and industry, combined with integrity, that men in all ages attained to positions of merit or eminence. Take as instances a few whose names are not only familiar to us, but have become as household words almost, through the great and lasting good their patient and well-directed labors have wrought for humanity.

I will refer first to James Watt, who, possessing but little comparatively of general knowledge, was able in his time to perfect the condensing engine. A result achieved only after patient and to him laborious toil and study of the principles of heat, evaporation and condensation—thoughts that suggested themselves to him whilst repairing Newcomen's little model of the steam engine, then belonging to the Glasgow University. Samuel Smiles, the author, who speaks of this, tells us that Watts was a mathematical instrument maker, and yet he by patient labor and study made a discovery that placed the steam engine upon a sure and safe foundation. Another, treading the humbler walks of life with Watts, Trevithick by name, and a Cornish miner, also made a valuable addition to the steam engine, which addition was taken advantage of by George Stephenson, (a

name as pleasing as it is familiar to every engineer) who, though only a colliery engineman, by his patience and industry (the essence of genius) so successfully applied it, as to perfect what is now known as the locomotive engine.

Reference is made to these great benefactors of the human race, brethren,—and a host of others could be cited were it necessary—to show that no man nor occupation is so humble as to be unworthy of respect and honor if honestly conducted. Especially so is the case with locomotive firemen—who, though they appear, as I before remarked, to be but "coal-breakers and heavers," are slowly yet surely working themselves up to the plane, honored alike by God and man, where with the throttle firmly in hand he presses forward—perhaps unthinkingly to one of the greatest aims in life, namely, the firmer establishment of civilization and promotion of human progress.

Proof of the attachment of dignity to labor as a fact, Brothers, does not prove a protection of it, hence men find it necessary to form associations for their own protection. For this reason we are banded together. The constant, never ceasing war waged against labor by the representatives of capital leaves no alternative but that of organization upon the part of workmen. Not in turn to become aggressors understand, for I do not presume to hold the rod of intimidation over any person, but at all times do I hold myself ready to question the right of capital, or the representatives thereof, to oppress and impoverish us, our wives and our children. To oppose and prevent this is why we are come together in what is known as the Brotherhood of Locomotive Firemen.

But permit me, friends, to impress upon you the fact that simply uniting in a Brotherhood or other organization without proper consideration and observance of their rules and obligations, will not accomplish the desired result. Though long delayed the acknowledgement has been made that the interests of the locomotive engineer and fireman are identical, and that mutual depend-

ence upon and support of each other is absolutely necessary to the well being of both, hence the necessity for a true and hearty co-operation when occasion calls for it, and never was there more occasion for that support of each other than now. See what the foes to labor on a sister road in this State have presumed to do. Fearing the power and influence of the Brotherhood of Engineers, they seek to crush it upon a weak and contemptible pretence of friendship and consideration, and call upon them to *perjure themselves*, sink their manhood, and become the most abject of slaves to grasping, grinding and soulless monopoly. Shall it be, brethren? Shall we, Esau like, sell our birthright for a mess of pottage? No, No! rather death with the approving smiles of God and the angels, than a life of plenty at such a price.

Brothers, you know your duty at such an hour, shrink not from its performance, for not more priceless an inheritance is the freedom of conscience than freedom from the chains capital would forge around you.

To our lady friends present, this evening, I wish to offer thanks. Your interests in our welfare is evidenced by the beautiful offerings we have received, and let me add, that with God's help we will strive ever to remain worthy the kindness you have shown us, feeling that acts such as these strewn along the pathway of life are to be retained in the garden of memory as choice and beautiful gems from the Eden above, ever urging and encouraging us to a faithful observance of the principles of right, as expressed in the Firemen's motto, Benevolence, Sobriety and Industry.

ADDRESS BY W. R. ROBERTS.

Ladies, Gentlemen and Brothers:

I hardly know how to address you to do justice to myself and fellow members of this great Brotherhood on this occasion. We, as a class of men, are not given to speech-making, yet I am reminded of words contained in this Book which say that, "Out of the abundance of the heart the mouth speaketh;" therefore, I would ask is there any one here to-

night who does not feel that it is good to be here.

We, the Brotherhood of this fraternity, and our wives, sisters, mothers and lady friends, are not a class devoid of the feelings of reciprocation of favors shown toward us. Our hearts are filled to overflowing with gratitude to you upon this occasion for your tokens of respect and esteem toward us, and may we learn to become better men hereafter through your instrumentality.

To you, kind ladies, wives and friends of this Brotherhood, as a member of this United Lodge, No. 60, Brotherhood of Locomotive Firemen, let me assure you, that we appreciate your kindness. You could not have made more appropriate presents than the Bible and altar. They are the emblems of this our beloved Order, and it is my earnest wish that every Brother now present, also those that are absent tonight, may there learn and put in practice the sacred truths therein contained. May we all hope to meet at some future day when the last watchman calls us to arrive at that great depot above not built by hands. And by your help, kind ladies, may we keep our headlights in good order, that our course will not deviate from that which is right and just.

Sisters, I am proud to see in your countenances nothing but love and friendship for our Brotherhood. Your presence here is as fully welcome as these noble gifts.

While the firemen is on his iron-horse, flying as it were through air, by day and by night, in storm and in sunshine, your silent prayers are wending their way to Him, that Great Master of all, while we, perhaps, are thinking of the dear ones at home. My friends, these associations have their beginning and their end, and it is my earnest hope that we, as a Brotherhood, may, after leaving this world, meet in that depot eternal in the heavens.

We will ever cherish with fond remembrance this evening and the donors of these gifts.

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ANOTHER passenger war between railroads is expected.

Tenth Annual Convention of the Master Mechanics' Association.

The Tenth Annual Convention of the Master Mechanics' Association convened at St. Louis on the 15th of May, at the Merchants' Exchange Hall. The Mayor of St. Louis welcomed the delegates in an appropriate address. About one hundred members were present. The Convention continued in session three days, during which time the following business was transacted:

FIRST DAY.

First Vice President Chapman in the chair.

After Mayor Overstolz' address the roll was called. Vice President Chapman then made a few introductory remarks.

The Secretary's report showed that eight members had joined the society during the year, seventeen had resigned, and twenty-one had been dropped, leaving a present membership of 198. The receipts of the year were \$1,752.10 from all sources. The disbursements were \$1,741.16.

Secretary Setchel then announced that he had received the resignation of President H. M. Britton, whose duties now as Superintendent of a large road would prevent him serving longer as President. The resignation of Mr. W. A. Robinson, of Hamilton, Can., was also received.

The Committee on Locomotive Frames and Bracing, consisting of Messrs. J. M. Boon, J. M. Wilder and A. Mitchell, presented a report substantially as follows:

The committee has, since the last annual meeting, issued circulars to each member of the association. Nine members responded to these circulars. All report in favor of the square or skeleton frame. But two report having experience with slab frames. Mr. Clark, of the Northern Railway of Canada, says of slab frames: "I have found that all frames of this kind, made sufficiently heavy and of good design, have given good satisfaction. This style of frame gives opportunity of getting a wider fire-box. The only objection I have to them is being lat-

erally weak, but this can be obviated in a great measure by suitable tie bracing. On the whole I prefer the skeleton square frame."

The report then gives a long and technical definition of skeleton, square or solid frames. The committee found quite a difference of opinion as to the dimensions of the front and back rails of frames for 16x24 and 18x24-inch cylinders, and thought that for the ordinary American locomotive there need be no increase in weight of frame for 18x24 greater than necessary for 16x24 inch cylinder. Eight members had written in favor of wood for front bumper beam, one only favoring iron. Two favored two wedges to each pedestal, and the rest but one wedge. All favor securing the frame to the fire-box with an angle iron lipped over frame; also report in favor of angle braces at smoke-box and back of boiler head. The committee, after considering all the opinions given them, believed that the frame known as the square or skeleton is the best and most economical to use in locomotive construction. The advantages of this frame are that it can be made solid and is easily handled. It is also economical. It possesses lateral and vertical stiffness, and when carefully forged will never break in ordinary service. It is also easily repaired. The only objection to it is that the increased width of frame necessitates a narrower fire-box. The committee also recommended a wooden bumper beam in preference to an iron one. The committee reported given the question of bracing much thought. They believed that a perfect locomotive would be one in which the boiler was entirely free, and we should therefore strive to approach as nearly as possible to this. Accompanying the report were tracings of frames from the Northern Railway of Canada, the Philadelphia & Erie, Lake Shore & Michigan Southern, Atlantic & Great Western, Erie & Pittsburg, and Pittsburg, Fort Wayne & Chicago roads. No discussion followed the reading of this report.

A committee, consisting of Messrs. J. M. Wilder, John Orton, Reuben

Wells, T. J. Hartwell and L. S. Young, was then appointed to select subjects for consideration at the next annual meeting.

The Committee on Slide Valves and Valve Gearing then presented a report, a summary of which is as follows:

The committee's endeavors to obtain written information and opinions from various members of the association on the subject-matter of the report were unsuccessful. Very few responded at all. The report embraces various heads, the first considered being "Induction ports." The committee believed that a majority of master mechanics favor a port of the same length as the diameter of the cylinder, were it not for the excessive friction to be overcome. Ports should be long enough to give admission to the requisite amount of steam to keep the pressure up to the initial point until it is cut off by the valve. Several diagrams accompanied this head of the report and were explained and their defects pointed out. The second head of the report was "Exhaust Ports." These should be of the same length as the steam ports and should be as much as $2\frac{1}{2}$ inches wide. The exhaust passages through the cylinder and saddle should have an opening of at least of $5\frac{1}{2}$ -inch diameter. The passage may be round or oblong, but all sharp angles should be avoided. Third sub-head was "Slide Valves." Slide valves should be proportioned to properly distribute the steam in the cylinders. The committee recommended the use of valves with 1-inch lap for passenger engines, and $\frac{7}{8}$ -inch for freight engines. The amount of inside lap is somewhat dependent on the length of port. "Travel of Valves. The committee concluded that valves should have 5 inches travel where the ports were 14 inches long, and with shorter ports the travel of valve should be correspondingly lengthened. "Valve Lead." Where valves were driven by the link motion it is not necessary to give lead for cushioning, as there is always compression enough to take up the slack of the machinery. It would, however, be found advantageous to give a slight lead to

the valves, say 1-16 inch in full gear. "Balanced Valves." The committee concluded that balanced valves could not be successfully used on coal-burning engines, but might be on wood-burning engines. The radius of the link should be the distance between the centre of driving axle and centre of rocker. The vital point in designing a valve link motion was the *point of suspension of the link*. If the link was suspended from the centre, it would invariably cut off steam sooner in the front stroke than in the back stroke while working expansively.

The Committee on Locomotive boilers had its report ready, but it was laid over until the next day, on account of the absence of some of the members. For a similar reason the reports on Feed Water, Locomotive Tests, and Engine and Tender Trucks were also laid over.

On motion of Mr. Forney the propounding and discussion of questions relating to the construction and management of locomotives was made a special order for each day at noon.

An invitation to inspect an iron platform car built by the Western Iron & Bolt Co. was received and filed.

The Committee on Lubricants, consisting of Messrs. James Sedgley, Wm. Fuller and Howard Fry, then presented a report, which goes on to say:

For valves and cylinders there would seem to be general preference for tallow, though some strongly object to its use. The reason given for this objection being the injurious eating away of joints and valve faces, from which your committee are led to suspect that bad tallow is often used, and notice further that those who speak favorably of tallow always lay emphasis on pure country tallow. Your committee would therefore draw attention to the importance of testing samples of all tallow purchased before issuing it for engine service.

Mr. Thos. Anderson spoke of the corrosion of valves by impure tallow. Pure tallow, he had found by experiment, did not corrode one-tenth as much as did impure. He

did not altogether favor cheap lubricants. He noticed that when he used them there was a continued call for new brasses and tin. He was not so certain that the saving in cheap oil was not counterbalanced by the wearing of material.

Mr. Orttton did not think that cheap oils wore less on brass than expensive, but less in proportion to their cost; therefore he favored cheap oils.

Mr. J. C. Wills thought that we must take into account the wear and tear on the journals, and also the power necessary to turn them. The slower the speed the greater the relative friction. All summed up, the more expensive oils might be the cheaper.

The convention then adjourned to the next day at 9 o'clock.

SECOND DAY.

After opening the proceedings the discussion of lubricants was resumed.

After some further remarks the report of the Committee on Boilers was presented by Mr. Wells, chairman of the committee. It was very long, and the convention voted to have it read and discussed by sections or sub-heads.

For the shell of the boiler the committee recommended steel, but thought it should be heavier than was commonly used. Steel was preferred chiefly because less liable to corrosion than iron, and on account of its greater strength.

Mr. Sedgley favored steel because it would not corrode so fast with impure water as iron. He had found instances of steel lasting seven years where iron had failed in three. He thought that corrosion was from the inside invariably.

Mr. Fry said there was a great difference in water and thought that experience with different kinds of water was desirable.

Mr. Young had used steel shells with very bad water for five years and had found very little pitting or furrowing.

Mr. Wells thought steel did not pit or corrode and iron did so only at rare intervals.

Mr. Wilder asked whether the

corrosion or pitting was a chemical or mechanical action and in what part of the boiler it occurred.

Mr. White thought that it resulted from disturbance of the surface of the iron. Care was not taken in caulking seams as it should be, and the surface was often injured in this way.

Mr. Anderson thought that corrosion was the result of chemical action; he had found it occur close to the bottom and near a seam, never anywhere else.

Mr. Simonds thought that it might be the result of defects in the iron itself, caused in the manufacture.

Mr. Jeffrey thought that the alternate heating and cooling caused strains on the lower parts which would concentrate near the rivet seams and disturb the fibre of the iron thus giving an opportunity for chemical action to begin.

Mr. Wells thought the pitting was purely chemical. There was a difference between pitting and furrowing. The pit does not occur at seams only, but still was always near the bottom. Furrowing occurs at seams and corners and was both mechanical and chemical.

The section of the report relating to the fire-boxes was then taken up. Where bituminous coal is used the committee favored steel. When steel failed it was because it was bad. Iron, copper, etc., had been tried, but could not compete with steel. Steel was, however, liable to rupture, and this rupture always took place when cold. This portion of the report was very lengthy and elaborate, embracing the opinions of several members outside of the committee, and giving minute particulars of a number of tests relative to endurance of steel fire-boxes, and the obviating of their defects. In conclusion the committee found that cracks occur in a vertical direction, and this was caused by unequal temperature. Mr. Wells, by means of some large diagrams, then explained some extended tests that he had lately made of the plates of fire-boxes.

The hour of noon having arrived, the special order (questions as to locomotive construction and manage-

ment) came up. The first question proposed for consideration was, "Does it pay to wipe locomotive engines in general use?"

Mr. Fry thought there was not sufficient knowledge of the results obtained from the non-use of wipers in the possession of the fraternity to enable them to form an opinion worth anything.

Mr. Jeffrey had heard that the saving in daily expense on the Reading road from dispensing with wipers was \$275.

It was agreed to postpone this subject until next year, when a longer trial would furnish some definite results.

The next question proposed for special discussion was, "What proportion the round-house repairs bear to the total cost of engine repairs?"

Mr. Fry found that the round-house repairs were 26 per cent. of the total.

Mr. Wells thought that no general answer was possible until a definition of round-house repairs could be agreed upon, as the practice on different roads varied widely in this respect.

The next question was, "What are the advantages of the brick arch as ordinarily used in locomotives?"

Mr. Sedgley's experience was that his locomotives burned less fuel without the arch than with it.

Mr. Hayes reported a saving in fuel but an increase in cost of repairs, owing to cracking of sheets around the stay-bolts.

Mr. Fry used the arch on passenger engines but not on freight. His engines threw out more smoke and sparks without the arch.

Mr. Jeffrey thought that the results with the arch depended almost entirely upon the kind of fuel used.

The next question was, "What is the greatest length of run which is economical for freight engines?"

Mr. Sedgley thought at least 120 miles a day should be run, though many of his engines ran 143 miles, especially in the summer.

Mr. Peddle thought 150 miles was the outside, as this was all the engineer could stand.

Mr. Jeffrey had, by experiments of four and six months' duration,

found that engine repairs were the same whether 100 or 200 miles were run. Also, found an increase of one cent a mile in fuel in the longer run. Net result was an increased cost of 0.33 of a cent per mile run.

Mr. Forney thought the question of interest would come in. The interest on the cost of an engine was twice as much as the increased cost of running an engine double runs. With long runs half as many engines would suffice.

Mr. Hewitt ran his passenger engines 188 miles to Sedalia, then 150 to Atchinson. Long runs, he thought, worked well.

The subject of fire-boxes was then resumed, and Mr. Wells proceeded with an account of the course of tests and experiments he had made, using many diagrams, and explaining the results obtained.

An invitation to visit the Merchants' Exchange was received and accepted.

At 2 o'clock the convention adjourned, and the members proceeded to the levee to enjoy an excursion on the river at the invitation of the merchants and manufacturers of St. Louis. About 300 guests, including 50 ladies, embarked on a steamboat, going some distance down the river. A band was on board and a collation was served up on the boat. A stop was made at Carondelet, where most of the party visited the Vulcan Iron Works, and the boat returned to the city about 7 o'clock.

THIRD DAY.

On the assembling of the convention the Committee on Communications presented a report, and several invitations were declined with thanks.

The report of the Committee on Boilers was then resumed, the next section being on the best form of shell. The committee reported that the wagon-top pattern was generally preferred to the straight form. Some thought differently. Messrs. Fry, of the Philadelphia & Erie; Johann, of the Wabash, and Peddle, of the Vandalia, had expressed themselves in favor of the straight boilers. The committee thought the objections to the wagon-top pattern were not in-

surmountable. No discussion followed the reading of this sub-head.

On the form of fire-box, where anthracite coal was used, the committee favored long and shallow fire-boxes. For other coal boxes should be shorter and deeper. The brick arch is useful especially on fast trains. It is economical and a promoter of combustion. No discussion.

Very little information was obtained by the committee on desirable changes in proportions of boilers. An increase in the number of tubes has been suggested, the object desired being to obtain all the work possible out of a given quantity of fuel. The waste occurred in imperfect combustion and too rapid passage of the heat through the tubes. The remedy was to put in more tubes. For imperfect combustion a large boiler, a lighter draft and the intervention of a brick arch between the grates and tubes were recommended. These changes are good theoretically, but not altogether satisfactory practically. The proportions of a fire-box for locomotive, with 16x24 cylinders, and 5-foot driving wheels, bituminous coal, were: Length, 66 inches; height above grate, 60 inches; water space at grate, 3 to 3½ inches; space at top, 4 to 5 inches; length of tubes, 11 to 11½ feet; diameter, 2 inches; number, 155 to 160. The larger the fire-box, the larger should be the water space. Following the reading of this quite elaborate portion of the report there was considerable discussion.

Mr. Wilder did not favor an increase of the number of tubes. He had decreased the number and found no loss in any respect.

Mr. Fry asked if the committee knew anything about the results of using flues of less than 2 inches. He would like to have smaller flues experimented with.

Mr. Sellars had tried cutting out some of the flues. In a boiler containing 160 2-inch flues he had plugged up 10 at a time without the knowledge of the engineer, and until 160 had been plugged there was no perceptible effect on the engine. He was satisfied that the ordinary flue surface was excessive.

Mr. Young had put 180 flues, 1¾-

inch diameter, in a boiler and run it two years. It did not work well. He then greatly reduced the tubes and the boiler did better.

Mr. Hanson had tried reduction also. He found that the arrangement as well as the number of flues had effect. He had taken out 11 flues with improvement. Removing from 8 to 14 enabled the boiler to make steam more freely. Flues 1¾-inch were better than 1½.

Mr. Sprague wished that experiments might be made with larger tubes than 2 inches.

Mr. Wells thought that the good results related above came from a better circulation of water, not from a decrease in tubes. The greater the number of tubes the greater should be the distance between them.

Mr. Shafer used 2½-inch, 2¼-inch and 2-inch, and liked the 2½-inch best for passenger service.

Mr. Peddle thought 2-inch better than 2¼. He thought the distance between the tubes should not be less than ⅝-inch, to give necessary circulation of water. He also favored a large number of tubes and slow draft for economy of fuel.

Mr. Hayes thought that much heat passed off unutilized. A greater number and larger flues would save this. He had made experiments. It was impracticable to lengthen tubes, and the number could not be increased without increasing diameter of boiler.

The next question considered by the report was whether it is beneficial to admit air to the fire-box above the grate in the use of bituminous coal. A large majority answered in the affirmative. A few thought by the use of fire-grates and a thin fire equal results could be obtained. The separate and diverse opinions of many members were incorporated in the report. The committee could not harmonize the views given. A compromise must be effected between too much and too little air. This sub-head closed the very long report on locomotive boilers, and was received without further discussion.

On motion of Mr. Wilder a vote of thanks was passed to the committee for the preparation of their exhaus-

tive and valuable report.

A committee, consisting of Messrs. S. A. Hodgman, J. N. Lander and Howard Fry, was appointed to prepare suitable resolutions on the death of Mr. G. W. Perry, formerly of the Philadelphia, Wilmington & Baltimore.

A general committee on resolutions was then appointed, consisting of Messrs. Hanson, Hartwell, McCrum, L. H. Sellars and Forney.

The report of the Committee on Feed Water, consisting of E. T. Jeffrey, L. H. Cooper and J. C. Wills, was then read.

The committee thought that the usual point of introducing feed water the best, viz., at a point near the front flue-sheet at the central line on the side of the boiler.

The matter of incrustation of boilers was then treated. For the mechanical action there is no positive remedy, but it can be lessened by careful construction. Examinations should be frequent. Anti-incrustation boiler compounds were not recommended. At least thirty varieties were tried by the committee. The average total expense of keeping a boiler clean on the Illinois Central for a year is \$102.50.

The report of the Committee on Locomotive Tests, consisting of W. Woodcock, S. A. Hodgman and David Clark, was read, and the whole report was adopted without discussion.

Suitable resolutions of respect to the late G. W. Perry were presented by the committee and adopted.

The special order (questions as to the construction and management of locomotives) then came up. The questions proposed were: "Is it possible to obtain a combination of metal for the inside and outside sheets of fire-boxes that will equalize the expansion and contraction so as to overcome the tendency of the inside sheet to crack?" "What are the advantages claimed by the reduction in size of induction ports in locomotives?" "Do we get the best results to be obtained in the consumption of fuel from engineers, and is the giving of premiums for this purpose advisable?" "Which costs the least per thousand miles run,

cast-iron chilled engine truck wheels or wheels with steel tires?" Some of these special questions elicited discussion and some did not.

The convention then proceeded to the election of officers for the ensuing year, with the following result: President, N. E. Chapman, Cleveland & Pittsburg; First Vice President, Reuben Wells, Jeffersonville, Madison & Indianapolis; Second Vice President, J. N. Lander, Northern (New Hampshire). By unanimous vote the election of Secretary and Treasurer was postponed for a year, continuing J. H. Setchel as Secretary, and S. J. Hayes as Treasurer.

On motion of Mr. Hodgman, the association adjourned till next May, at Richmond, Va.

IN the May number of the I. U. of L. F. *Journal*, speaking of the superior advantages that their organization has over the Brotherhood they cite an instance where they have kindly sent one of their members to Hot Springs, Ark., for his *leath*. This is indeed kind of the Union. We are proud to say, however, that none of the Brotherhood members require to be sent there.

MANY important communications have been unavoidably crowded out of this number, but will appear in our next number.

[For the B. of L. F. Magazine.]

A FRAGMENT.

BY D. B.

We are a band of Brothers only newly formed,
But our circle it will grow out and extend;
Our objects are to enlighten, to instruct and
to expand,
And our energies unto that end we'll bend.

Our motto, Benevolence, Sobriety and Industry,
Is required of each member of our band
And by their cultivation we are props to one
another,
And a beacon shining out into the land.

—DOMINION LODGE, No. 67.

LOCOMOTIVE FIREMEN'S

Monthly Magazine.

DAYTON, OHIO, JUNE, 1877.

CONTRIBUTIONS. — *Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.*

BROTHER BARNEY CARROLL, of Lone Star Lodge, is visiting the Brothers of Topeka, No. 56.

BROTHER DAVIS, of No. 27, will accept thanks for services rendered No. 34 and Grand Lodge.

INFORMATION wanted of Brother John Granger, of No. 40. Please notify Lodge.

BROTHER BARNARD, of No. 22, can tell you something about it—he has been there, now wants others to go.

No. 4 is up, as usual, and will have the cream or nothing. Good sign, Brothers, keep it up.

To Mr. James Hope, of Camden, N. J., we tender our thanks for services and kind attention shown us as an Order.

BROTHER WHITTECAR can control his temper equal to any one we know of. You should have met him at Philadelphia. Hey, George?

Important.

Masters of all sub-Lodges will require the Secretary of their Lodge to forward to the Grand Office an impression of their sub-Lodge's seals at an early date. G. G. COMMITTEE.

THANKS to W. S. Davis, of Cedar Rapids, Iowa, for papers.

IF Brothers Bullock and Sturges, of No. 58, and Clark Smith, of No. 35, will pay us a visit we can make it more lively for them, though we may have to walk. Oh, Ed!

BROTHER W. H. STEWART, of No. 65, writes us of the Dominion boys as doing well and progressing finely. Glad to hear from the Master of No. 66 this month.

BROTHER JOHN H. BREWER, of No. 36, reports good work in Tippecanoe. New Lodge room furnished by the Brothers, and awaiting for an opportunity to dedicate it. Brothers all alive in Lafayette.

THE thanks of the B. of L. F. are due Frank N. Schooley, of Seymour, Ind., for services rendered Brothers of this Order. Brother Schooley has been confined to his bed but is fast improving.

BROTHER C. E. BULLARD, of Bay State Lodge, No. 73, and Brother W. T. Goundie, Master of Enterprise Lodge, No. 75, both write us encouraging letters of progress; and No. 73 desires to return thanks to Brothers Cutler and Stevens, of Nos. 25 and 57, for services and attention rendered.

BROTHER THOS. O'NEIL, of No. 40, writes us of the healthy condition of his Lodge in quite flattering terms; also of their new Lodge room, increase of members, &c. Blooming Lodge is what its name implies. Do not think we will reach the number, Brother O'Neil, but will try.

New Lodges.

No. 76 was instituted at East Saginaw, Mich., May 13th, by Brothers J. S. Beach and Frank Clark, of No. 29. We are highly pleased at the manner in which the work was done, and from Brother Beach's report believe the newly-made Brothers are satisfied. A full report of meetings will be found in our list of Lodges. Valley City is the name given and a very appropriate one.

NO. 77.

Brothers Clark, of Elkhorn, No. 28, and W. H. Hamilton, of No. 64, instituted Rocky Mountain Lodge, No. 77, May 31st, at Denver, Col. This gives us the line of the Kansas Pacific for 639 miles, also all roads running in and out of Denver. We are much pleased with the style of our Brothers' work, and hope to call on them again. The minutes of the officers not having arrived we can not publish before No. 8 of the MAGAZINE the full list.

WE are sorry to learn of the accident to Brother Black, of No. 54, caused by the blowing out of a pocket on engine No. 72, scalding his wrists and limbs badly. Prompt care was given him. He now lies at Fort Wallace, and at last reports was slowly improving.

WE are in receipt of a letter from Brother W. F. Musser, of No. 39,—most too lengthy to print, but the facts are simply these: That a man by the name of J. M. Covington had visited them with a card on which he had changed the name to C. M. Covington. It is hardly necessary to state the Brothers gave him a severe lecture, and he walked out of town without a card. Look out for him.

NOTICE.—Subordinate Lodges having a few spare By-laws on hand will confer a favor by sending them to the Grand Office, as we are running short and prefer not to have another lot printed before the Convention.

W. R. WORTH, G. M.

No. 4 wants information of Levi Biglow.

Important Notice to all Members of B. of L. F.

In order to be prompt in your remittances of Grand Dues to the Grand Lodge, the Masters of each Lodge will require the Financial Secretary to collect in the same immediately. The sum of one dollar is due from each member of this Order (see Article 1, page 23, of Constitution). We are now entering on our fifth year's supplies, and have had but three Grand assessment of dues. You will be prompt in your payments. Secretaries will notify our Grand Secretary by the 20th of June of progress.

W. R. WORTH, G. M.

ALL matters for the MAGAZINE must be forwarded to Wm. N. Sayre, Indianapolis, Ind., unless it be subscriptions or moneys, in which case such will be forwarded to I. J. Bennett, Dayton, Ohio.

W. R. WORTH, G. M.

What Shall I Gain by it?

LOUISVILLE, Ky., May 13, 1877.

Editors of B. of L. F. Magazine:

In the Lodge room I heard a Brother say he would not hold an office again. I hope he will, as I intend to, if elected; but fish will bite, and I hope our worthy Brother will. This is a matter-of-fact age, and the

question of profit and loss enters into all its calculations; with it pay is about the first question asked when considering a proposition or other enterprises; so the man who is thinking of becoming a brother fireman, or joining a Lodge, may naturally and properly want to know what he will gain by it. I will answer briefly: He will gain a position of great usefulness and respectability in society; he will gain the friendship and protection of a large body of firemen scattered over this country, should he ever be in circumstances to demand it; he will gain access to treasures of valuable knowledge which he could not obtain elsewhere; he will gain incentives to action in the direction of benevolence and charity, which cannot fail to exert a salutary moulding power on his life and conduct; he will gain admission to the ranks of a body of firemen, which, in the direction of speaking and parliamentary usages, has few equals and no superior in the land.

By wood and stream
I muse and dream,
And read as in a book,
The welcome sign
Of love Divine,
In many a fiery nook.

A MEMBER OF No. 23.

Answer to Queries.

Looking over your March number I find that "C. B." has inserted a question with a request that I answer it. I do not understand why he requires an answer from me, while there are many others as well qualified and would like to answer but have not the privilege. Information is as good from one as another so long as it is consistent. I hope "C. B." will in future give all your readers a chance at his ques-

tions. The following is the question and answer:

"What makes the reverse lever jump and rattle in the quadrant of some engines when there is no lost motion?"

There are various causes for the lever rattling in the sector. The friction of the valve on the valve-seat, the friction of the bushing, the gland and packing in the stuffing-box on the valve-stem, the friction of the valve-gear connections, and the weight of the valve and gear when the links are at certain angles will cause the links to slide up or down on the blocks, thus causing the rattling. It is also necessary the links should slide on the blocks. If the links are not properly oiled on the inside, or if the blocks are fitted too tightly, they will not slide freely, which produces a rattling of the lever; the eccentric straps being fitted too tightly, improperly oiled, or cutting, will produce the same effect.

"Scoop-shovel" propounds two questions, which I take great pleasure in answering:

"At what part of the exhaust is the expansion the greatest?"

The expansion is the greatest when the steam has passed out of the smoke-stack.

"When the inside lap and lead are given how do you find the outside lap?"

If the outside lead is not known, the outside lap cannot be found without measuring, but the inside lap and lead is equal to the outside lap and lead.

Very respectfully,

GEO. W. HEIDENTHAL.

"Sedalia, Mo.," asks: "Why is it that an engine standing in a round-house, with foot-cock and tank-valve open, will pump themselves full of

water?" I suppose instances of this kind are very rare, still I have heard of it, and my opinion is, that the boiler being very tight, there is a vacuum formed in the boiler as the steam condenses, and the atmospheric pressure on the water in the tank being heavy enough to force the pump-valve and check-valve open, the water flows in to overcome the vacuum, as nature abhors a vacuum.

R. V. D.

Answer to "Sedalia"—If the supply of water in the tank is higher than the check on the boiler the water naturally flows into the boiler, raising the checks as if the engine was in motion.

Queries.

I guess Henry Dear did not understand my question which appeared in the April number. I asked "What effect would the addition of outside lap have on the lead, providing the position of the eccentric was not changed?" Now it would be almost impossible to add lap to a valve, so we would be obliged to put in a new valve in order to increase the outside lap. Suppose we take an example: An engine is using a valve with $\frac{5}{8}$ of an inch outside lap, with $\frac{1}{8}$ of an inch lead, it is found necessary to increase that outside lap; therefore the old valve is taken out and a new one put in with $\frac{3}{4}$ of an inch outside lap; the position of the eccentric is not changed. What effect will this addition of lap have on the lead?

R. V. DODGE.

THANKS to Columbus Lodge, No. 9, for a large subscription list.

BLACK LIST.

EXPELLED.

No. 4.—S. A. Cook and Wm. Cox, non-payment Grand dues.

No. 22.—J. M. Covington, expelled for changing his name on Traveling Card and imposing on Lodges of the Order.

No. 54.—B. O. Cameron, expelled for imposing on Lodges of the Order.

No. 3.—One William Black, of Jersey City, with a ballance of whisky over brains, has been traveling around Philadelphia, Pa., under the name of W. R. Worth; his looks belied him, however, as he is not only Black by name but his principles are of the same dye. The Lodge warns all to look out for him, as he has neglected his family, and is not of our Order.

Thanks.

ST. JOSEPH, April 19, 1877.

An accident occurred on the K. C., St. Joe & L. R. R., at Kansas City, by which Brother John Kegan narrowly escaped death, while handling engine No. 18, backing over Turkey Creek bridge. The foundations being washed out by the recent heavy rains, the bridge gave way and the engine was precipitated to the bottom, in about eighteen feet of water. Mr. McCrum, Master Mechanic of the M., F., S. & G. R. R., seeing the disaster, hastened, with many others, to render assistance. Finding Brother Kegan in an insensible condition, laying partly under water. Brother Kegan was, through the kindness of Mr. McCrum, taken in his carriage to a hotel, and all his immediate wants attended to. He is now in a fair way to recover.

Resolved, That a vote of thanks be extended to Mr. McCrum for his kindness; and,

Resolved, That a copy of the B. of L. F. MAGAZINE be furnished him one year free of charge.

FRITZ PORTER,
JAS. HARWOOD,
NEAL FITZPATRICK,
Committee,

LOUISVILLE, KY., May 7, 1877.

At a regular meeting of Louisville Lodge, No. 23, B. of L. F., held at their hall May 6th, 1877, the following resolutions were adopted:

Resolved, That the thanks of Louisville Lodge, No. 23, are hereby tendered to the wife of our worthy Brother, S. R. Coon, for the beautiful and appropriate motto, tastefully framed, containing the words,

"FAITH, HOPE AND CHARITY."

May the Brothers have "Faith" and a great "Hope" for the future, and practice "Charity" towards all.

Resolved, That these tokens of regard have the effect to lessen our trials, and make us feel that we are not alone in our efforts to relieve our Brothers and their families in distress; and that we will with renewed zeal endeavor to merit the same.

Resolved, That a copy of these resolutions be presented to Mrs. S. R. Coon and published in the B. of L. F. MAGAZINE.

J. W. RICHARDSON,
F. B. ALLEY,
P. BURNS,

Committee.

CEDAR RAPIDS, IOWA, April 22, 1877.

At a regular meeting of Hawkeye Lodge, No. 27, B. of L. F., the following resolutions were adopted:

Resolved, That a vote of thanks be tendered to Mrs. E. Davis, mother of our worthy Brother and Inner Guard, Wm. Davis, for the beautiful motto, containing these words,

"GOD BLESS OUR HOMES."

Resolved, That a copy of these resolutions be presented to Mrs. E. Davis and also published in the B. of L. F. MAGAZINE.

A. S. FUNK,
A. VIRGIL,
S. M. HALLETT,
Committee.

Grand Lodge Officers.

W. R. WORTH.....	Grand Master,
Brookfield, Mo.	
JOHN BRODERICK.....	Vice Grand Master,
Hornellsville, N. Y.	
WM. N. SAYRE.....	Grand Sec'y and Treas'r,
Indianapolis, Ind.	
J. W. RICHARDSON.....	Grand Warden,
Louisville, Ky.	
C. W. BULLIS.....	Grand Conductor,
Grand Rapids, Mich.	
J. W. SINCLAIR.....	Grand Inner Guard,
Phillipsburg, N. J.	
L. M. HOLLOWAY.....	Grand Outer Guard,
Pittsburg, Penn.	
JAMES HUNT.....	Grand Marshal,
East St. Louis, Ill.	
MARION BARNHILL.....	Grand Chaplain,
Indianapolis, Ind.	

Grievance Committee.

W. R. WORTH.....	Chairman
J. BRODERICK.....	Assistant Chairman
WM. N. SAYRE.....	Secretary
M. B. FARKINGTON.....	North Platte, Neb
F. B. ALLEY.....	Louisville, Ky
W. C. BYERS.....	Cedar Rapids, Iowa
JAS. GORMAN.....	Oswego, New York
Geo. W. HEIDENTHAL.....	Port Jervis, New York
J. C. BARNARD.....	Urbana Illinois

Officers of Insurance.

G. W. HEIDENTHAL, Pres't.....	Port Jervis, N. Y.
J. C. BARNARD, Vice-Pres't.....	Urbana, Ill.
W. N. SAYRE, Sec. & Treas.....	Indianapolis, Ind.

Finance Committee.

R. EBBAGE, Chairman.....	Terre Haute, Ind.
CHARLES BOND.....	Indianapolis, Ind.
W. LA RUE.....	Indianapolis, Ind.
C. T. RITCHIE.....	Urbana, Illinois
WM. HUGO.....	Indianapolis, Ind.

Executive Committee.

O. W. CUTLER, Chairman.....	Providence, R. I.
M. FRITZ.....	
J. A. SHUFFELT.....	Buffalo, N. Y.
D. E. ELLIOTT.....	New York City
H. H. CLAPP.....	Galesburg, Illinois
W. C. BYERS.....	Cedar Rapids, Iowa
R. V. DODGE.....	Chicago, Illinois
J. S. BEACH.....	Detroit, Michigan
J. BRAGO.....	
M. W. CAMPBELL.....	Little Rock, Arkansas
G. C. WHITECAR.....	Scranton, Penn

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Monday evening at 7:30.
J. B. Fisher.....Master
E. G. Medrick.....Rec. Sec'y
M. Gould (Box 732).....Insurance Agent
L. D. Miller.....Magazine Agent
2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. F. Hall, on Main street.
H. D. Foster.....Master
J. E. Donevan.....Rec. Sec'y
H. W. Plummer.....Insurance Agent
H. W. Plummer.....Magazine Agent

3. JERSEY CITY, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove street, every Thursday at 8 p.m.
E. W. Davis (190 11th street).....Master
W. F. Derby.....Rec. Sec'y
Chas. Vallaur.....Insurance Agent
(Morris & Essex Eng. House, Hoboken, N. J.)
4. GREAT WESTERN, at Meadville, Pa. Meets 2d and 4th Sundays at 7:30, at M. and B. Hall, Water street.
K. D. Cobb.....Master
J. F. Huffman.....Rec. Sec'y
L. Williamson.....Insurance Agent
Samuel Quackenbush.....Magazine Agent
5. UNION, at Galion, Ohio. Meets every Wednesday evening.
A. Jenkinson.....Master
C. Bennett.....Rec. Sec'y
V. Schull.....Insurance Agent
Chas. Bennett.....Magazine Agent
6. DAYTON, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow streets, first Sunday of each month.
Frank States (19 Zeigler street).....Master
J. C. McCutcheon.....Rec. Sec'y
Chris. Sweetman.....Insurance Agent
Chris. Sweetman.....Magazine Agent
7. SCRANTON, at Scranton, Pa. Meets in Red Men's Hall, every 2d and 4th Sunday of each month.
M. Moran.....Master
S. D. Schooley.....Rec. Sec'y
G. C. Whittecar.....Insurance Agent
S. D. Schooley (Box 37).....Magazine Agent
8. JACKSON, at Vincennes, Indiana.
F. N. Schooley.....Master
W. P. Huffman.....Rec. Sec'y
9. FRANKLIN, at Columbus, Ohio. Meets in B. of L. E. Hall, 1st and 3d Tuesday nights of each month.
J. W. Tamplin.....Master
J. Q. Glenn, 78 Spruce st.....Rec. Sec'y
J. Q. Glenn, 78 Spruce st.....Magazine Agent
10. CLEVELAND, at Cleveland, Ohio.
D. T. Henderson.....Master
A. C. Burke.....Rec. Sec'y
D. T. Henderson.....Insurance Agent
(C. C. C. & I. Engine House.)
11. EXCELSIOR, at Phillipsburg, N. J. Meets every Sunday at Engineers' Hall.
O. Kidney.....Master
G. Williams.....Rec. Sec'y
W. Kechline (Box 136).....Insurance Agent
J. S. Gorgas.....Magazine Agent
12. BUFFALO, at Buffalo, N. Y. Meets every evening; hall, 253 Michigan st.
J. W. Aylesworth.....Master
A. L. Jacobs (101 Spring st.).....Rec. Sec'y
J. H. Crossman.....Insurance Agent
(498 Swain street.)
13. MISSISSIPPI VALLEY, at East St. Louis, Ills. Meets every Sunday at 2 p.m.
Geo. McGarragan.....Master
J. L. Benedict.....Rec. Sec'y
Jas. H. Hunt.....Insurance Agent
Jas. H. Hunt.....Magazine Agent
14. EUREKA, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington street.
Jas. McGintev.....Master
M. Barnhill (Bee Line Shops).....Rec. Sec'y
Wm. Hugo.....Insurance Agent
Willis Larn.....Magazine Agent
439 East St. Clair st.
15. PACIFIC, at St. Louis, Mo.
Thos. Flaherty.....Master
Jas. Clough (3012 Sarah st.).....Rec. Sec'y
J. D. Rogers.....Insurance Agent
(Box 60, Chamois, Mo.)
J. F. Clough.....Magazine Agent
16. VIGO, at Terre Haute, Ind. Meets every Wednesday evening, at cor. Seventh and Main streets.
Robert Ebbage.....Master
E. V. Debbs (Box 104).....Rec. Sec'y
Wm. Davis (Box 522).....Insurance Agent
C. A. Bennett (Box 1074).....Magazine Agent
17. LEACH, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
M. Morgan.....Magazine Agent
18. FRIENDSHIP, at Fort Wayne, Ind.
B. F. Cooper.....Master
(P. Ft. Wayne & C. Eng. House.)
F. Snyder, 138 Force st.....Rec. Sec'y
J. R. Anderson.....Insurance Agent
(P. Ft. Wayne & C. Eng. House.)
Ferd. Snyder.....Magazine Agent
19. HOPE, at Alliance, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
Wm. Nazor.....Magazine Agent
20. WESTERN STAR, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
O. D. Pratt (Box 568).....Insurance Agent
21. INDUSTRIAL, at South St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Insurance Agent
22. CENTRAL, at Urbana, Ill.
M. W. Dwyer.....Master
Wm. Trenary.....Rec. Sec'y
M. W. Dwyer.....Magazine Agent
C. T. Ritchey.....Insurance Agent
23. LOUISVILLE, at Louisville, Ky. Meets every Sunday.
Frank B. Alley (236 Wengel st.).....Master
J. W. Richardson.....Rec. Sec'y
J. W. Richardson.....Insurance Agent
(379 E. Jefferson.)
J. W. Richardson.....Magazine Agent
24. H. G. RUST, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
Wm. E. Brewer.....Insurance Agent
(Lock Box 550.)
Miles Grosvenor.....Magazine Agent
25. PROVIDENCE, at Providence, R. I. Meets every Monday night at Engineers' Hall.
A. P. Green (Box 1052).....Master
H. C. HOWARD (81 Smith st.).....Rec. Sec'y
A. P. Green (Box 1052).....Insurance Agent
E. H. Sanford (Box 1052).....Magazine Agent
26. J. W. THOMAS, at Nashville, Tennessee. Meets 1st and 3d Sundays in each month at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey.....Rec. Sec'y
(cor. W. Gay and Hines sts.)
Will Achey.....Magazine Agent

27. **HAWKEYE**, at Cedar Rapids, Iowa.
A. S. Funk.....Master
W. S. Davis.....Rec. Sec'y
Ed. L. Day.....Insurance Agent
W. S. Davis.....Magazine Agent
28. **ELKHORN**, orth Platte, Neb.
H. J. Clark.....Master
J. E. Phillips.....Rec. Sec'y
H. J. Clark.....Magazine Agent
29. **CHAMPION**, at Detroit, Mich.
J. A. Robertson.....Master
(315 Congress street, West Detroit.)
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Fort Gratoit, Mich.
Frank Clark (257 17th st.).....Magazine Agent
30. **HARMONY**, at Susquehanna, Dep.
James Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent
31. **FORT CLARK**, at Peora, Ill.
A. P. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. **AMERICUS**, at Grand Rapids, Mich.
Charles Jewell.....Master
George H. Scott.....Rec. Sec'y
33. **CECIL FLEMING**, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
J. Jones.....Magazine Agent
34. **ORCHARD CITY**, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
L. H. Ingersoll.....Magazine Agent
35. **WASHINGTON**, at Elizabeth, N. J.
J. C. Cline (142 Marshal st.).....Master
A. C. Schenck (120 Broadway).....Rec. Sec'y
F. Wynkoop.....Magazine Agent
(Somerville, N. J.)
36. **TIPECANOE**, at Lafayette, Ind. Meets
every Sunday at 2 p. m., at B. of L. F.
Hall, corner Sixth and Main sts., Curtis'
Block.
C. E. Quaco (216 Main street).....Master
J. H. Brewer.....Rec. Sec'y
H. C. Ward.....Insurance Agent
C. E. Quaco, 26 Main st.....Magazine Agent
37. **MOUNTAIN CITY**, at Altoona, Pa.
D. S. Long.....Master
J. Miles Stonbreaker, Box 343.....Rec. Sec'y
F. J. Stone.....Insurance Agent
J. H. McMurray, Box 343.....Magazine Agent
38. **KEY STONE**, at Pittsburg, Pa. Meets
every Monday evening at Odd Fellows'
Hall, Beaver avenue.
D. Larned (1038 Penn. Av.).....Master
Burt E. Gove.....Rec. Sec'y
(184 Juniati st., Allegheny)
Burt E. Gove.....Magazine Agent
39. **NORTH STAR**, at Austin, Minn.
H. M. Baker.....Master
J. J. Burns.....Rec. Sec'y
Wm. Chambers.....Magazine Agent
40. **BLOOMING**, at Bloomington, Ill.
Charles C. Hotchkiss.....Master
James Martin.....Rec. Sec'y
T. O'Neil.....Insurance Agent
T. O'Neil.....Magazine Agent
(902 W. Chestnut street.)
41. **FOX RIVER**, at Aurora, Ill. Meets every
Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
G. L. Cummings.....Magazine Agent
42. **MISSOURI VALLEY**, at Sedalia, Mo.
R. C. Yopst.....Master
C. Schernowkie.....Rec. Sec'y
R. S. Sullivan.....Insurance Agent
L. D. Palmer.....Magazine Agent
43. **ST. JOSEPH**, at St. Joseph, Mo.
L. Mooney.....Master
Robert Yopst.....Rec. Sec'y
James Harwood.....Insurance Agent
44. **RELIABLE**, at Brookfield, Mo.
R. Cheney.....Master
W. R. Worth.....Rec. Sec'y
W. R. Worth (Box 13).....Insurance Agent
W. R. Worth (Box 13).....Magazine Agent
45. **ROSE CITY**, at Little Rock, Ark. Meets
in Engineers' Hall, cor. Main and Second
streets, every Sunday at 2:50 p. m.
M. W. Campbell (Lock Box 648).....Master
Wm. Barrett (Lock Box 648).....Rec. Sec'y
Joseph Schellhorn.....Insurance Agent
46. **CAPITAL**, at Springfield, Ill. Meets
every Wednesday night at Engineers'
Hall.
L. A. Wisman.....Master
H. C. Bingham, 1308 Jackson st. Rec. Sec'y
L. Wisman.....Insurance Agent
(1201 West Chestnut street.)
J. H. Sincebaugh.....Magazine Agent
47. **TRIUMPHANT**, at Chicago, Ill. Meets
2d and 4th Sundays in each month, at
7 p. m., in Railroad Chapel.
R. V. Dodge (No. 12, 16th st.).....Master
P. G. Eich (65 E. Polk st.).....Rec. Sec'y
P. Furlong.....Insurance Agent
W. H. Gould & P. Furlong.....Magazine Agent
48. **AMICITI**, at Harrisburg, Pa.
Wm. Stiner (4th and Reily sts.).....Master
L. C. Clemson.....Rec. Sec'y
C. W. Grayon.....Magazine Agent
49. **SPRINGFIELD**, at Springfield, Mass.
H. C. Davis.....Master
C. O. Mansus.....Rec. Sec'y
G. J. Connor.....Insurance Agent
W. M. Ball.....Magazine Agent
50. **NEW YORK CITY**, at New York. Meets
1st and 3d Sunday mornings, and 2d and
4th Saturday Saturday nights in each
month, at 869 Second avenue.
H. J. Heddon (616 Lexington ave.).....Master
H. E. Pepper.....Rec. Sec'y
L. J. Park (211 E. 46th st.).....Magazine Agent
51. **FRONTIER CITY**, at Oswego, N. Y.
A. L. Baldwin.....Master
Burt Lewis.....Rec. Sec'y
M. Gorman.....Magazine Agent
52. **GOOD WILL**, at Logansport, Ind.
J. S. Cool.....Master
M. Wallace.....Rec. Sec'y
C. D. Cool.....Magazine Agent
53. **FIDELITY**, at Sunbury, Pa.
John Pittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y
54. **ANCHOR**, at Moberly, Mo. Meets 1st and
3d Sundays in each month at I. O. F.
Hall.
M. Olmsted.....Master
J. Hyndman.....Rec. Sec'y
J. A. Chapman.....Insurance Agent
F. Wilcox.....Magazine Agent

55. **BLUFF CITY**, at Memphis, Tenn. Meets every Sunday at 2 p. m. at Engineers' Hall, Adams street.
Wm. Bender.....Master
O. B. Hanes.....Rec. Sec'y
56. **TOPEKA**, at Topeka, Kan. Meets at Odd Fellows' Hall 1st and 3d Sundays of each month.
George Scott.....Master
J. R. Geheen.....Rec. Sec'y
Charles McIlroy.....Magazine Agent
57. **BOSTON**, at Boston, Mass. Meets 1st and 3d Sundays of each month, at 10:30 a. m., and 2d Wednesday at 7:30 p. m., in Engineers' Hall, 47 Hanover street.
L. L. Parker, Jr.....Master
(70 Cambridge street, E. Cambridge, Mass.)
B. F. Dean (Box 64, E. Boston.....Rec. Sec'y
L. L. Parker, Jr.....Magazine Agent
58. **STAR**, at Hoboken, N. J. Meets every Sunday at 2 o'clock, and 4th Thursday of each month, at No. 27 Washington Terrace.
E. Sturges.....Master
B. P. Bullock (91½ Garden st.).....Rec. Sec'y
59. **ASHLEY**, at Ashley, Pa.
J. M. Peck.....Master
A. E. Detro.....Rec. Sec'y
Joseph Bennett.....Insurance Agent
Joseph Bennett.....Magazine Agent
60. **UNITED**, at Philadelphia, Pa.
W. R. Roberts (256 Diamond st.).....Master
J. S. Bodey (416 W. Norris st.).....Rec. Sec'y
Robert Deary.....Insurance Agent
(North Pennsylvania Eng. House.)
Robert Deary.....Magazine Agent
61. **MINNEHAHA**, at St. Paul, Minn. Meets every 2d and 4th Sundays at 3 p. m., cor. 7th and Jackson sts., Engineers' Hall.
R. Peel (183 Exchange street).....Master
W. Hubbs (St. P. & P. Shops).....Rec. Sec'y
R. Peel (183 Exchange st.).....Magazine Agent
62. **VAN BERGEN**, at Carbondale, Pa. Meets in Engineers' Hall every Tuesday night.
E. McCauley.....Master
John Brydon.....Rec. Sec'y
O. E. Histed.....Insurance Agent
A. W. Hoyle.....Magazine Agent
63. **HERCULES**, at Danville, Ill.
W. A. Pickering.....Master
W. A. Bain.....Rec. Sec'y
L. Brownold.....Insurance Agent
J. A. Bain.....Magazine Agent
64. **LOYAL**, at Ellis, Kan. Meets in B. of L. E. Hall.
W. H. Hamilton.....Master
W. H. Cook.....Rec. Sec'y
W. H. Hamilton.....Magazine Agent
(Box 16, Brookville, Kan.)
65. **ISLAND CITY**, at Brockville, Ontario, (Canada). Meets 2d and 4th Sundays in B. of L. E. Hall.
A. E. Pennock.....Master
W. H. Stewart.....Rec. Sec'y
W. H. Stewart.....Insurance Agent
W. H. Stewart.....Magazine Agent
66. **CHALLENGE**, at Bellville, Ont., (Canada). Meets 2d and 4th Sundays, in B. of L. E. Hall.
T. McDermott.....Master
James Cummins.....Rec. Sec'y
F. Lorenger.....Insurance Agent
Wm. Smith.....Magazine Agent
67. **DOMINION**, at Toronto, Can. Meets every 1st and 3d Mondays at 7:30 p. m., in B. of L. E. Hall, Duun's Block, Queen street.
Charles Pope.....Master
(26 Little Richmond st.)
Wm. Prenter.....Rec. Sec'y
(43 Esther st.)
George Shields.....Magazine Agent
(16 Ester st.)
68. **HUDSON**, at Jersey City, N. J.
Z. T. Ross (313 6th street).....Master
W. J. Burton.....Rec. Sec'y
G. W. Page.....Insurance Agent
R. Hare (245 Grand st.).....Magazine Agent
69. **HURON**, at Port Huron, Mich.
T. W. Lord.....Master
(Box 13, Ft. Gratoit, Mich.)
Charles Raymond.....Rec. Sec'y
(Box 13, Ft. Gratoit, Mich.)
C. Raymond.....Insurance Agent
(Box 13, Ft. Gratoit, Mich.)
J. D. Brentnell.....Magazine Agent
(Box 13, Ft. Gratoit, Mich.)
70. **LONE STAR**, at Marshall, Texas. Meets in I. O. O. F. Hall.
A. C. Caten.....Master
James McDonough.....Rec. Sec'y
T. H. Wagensler.....Insurance Agent
James McDonough.....Magazine Agent
71. **CAPITAL CITY**, at Albany, N. Y. Meets every Sunday.
D. O. Shank, 85 Cherry street.....Master
L. O'Brien, 7 Union street.....Rec. Sec'y
S. Smith, 103 Grand st.....Magazine Agent
72. **WELCOME**, at Camden, N. J.
Wm. Cowels.....Master
L. Elbertson (522 Bridge ave.).....Rec. Sec'y
H. Alcott.....Insurance Agent
A. Huston.....Magazine Agent
318 Bridge ave.
73. **BAY STATE**, at Worcester, Mass.
C. E. Bullard.....Master
T. E. Kelton, 42 Portland st.....Rec. Sec'y
T. E. Ketton.....Insurance Agent
42 Portland street
C. E. Bullard.....Magazine Agent
32 Plymouth street,
74. **KANSAS CITY**, at Kansas City, Mo.
B. B. McCrum.....Master
John Clinton.....Rec. Sec'y
cor. 14th and Hickory, West Kansas City.
Frank Rogers.....Insurance Agent
1206, cor. 9th and St. Fee sts.
B. B. McCrum.....Magazine Agent
905 Penn street,
75. **ENTERPRISE**, at West Philadelphia.
M. T. Goundie.....Master
C. E. Christian, 3922 Aspen st.....Rec. Sec'y
S. H. Rockey.....Magazine Agent
[3221 Spring Garden st.]
76. **VALLEY CITY LODGE**, at East Saginaw, Michigan. Meets Sunday evenings at B. of L. E. Hall.
F. C. Blanchett.....Master
J. Lennox, Box 860.....Rec. Sec'y
J. Lennox, Box 860.....Insurance Agent
W. Hannon, Box 1199.....Magazine Agent
77. **ROCKY MOUNTAIN**, at Denver, Col.
78, 79, 80, 81, 82, 83, and 84. Organizing.

THE BROTHERHOOD MAGAZINE.

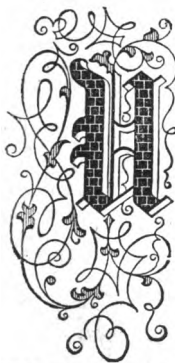
DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN

Vol. 1.

JULY, 1877.

No. 8.

OLD BULLION'S MONEY.



He was a fussy little old man, and they called him Bullion. As a successful speculator I believe he had no equal; he seemed to know when to buy and when to sell. In such matters he never gave advice, and the instances of his giving it were very rare indeed. He was parsimonious to a proverbial degree; but he loved a good cigar, and never refused one at the hands of a friend.

His walk resembled the waddle of a duck, and his gold spectacles presented a comical appearance over the pug nose that did not in the least add to the beauty of his fat, oval face.

You would not have taken him for a man feared alike by the bulls and bears of the great money marts of S—. He often stood in the gold room with his fingers moving restlessly in his pockets.

The report that Old Bullion was about to leave S— created a furor among the money monarchs of the city. Some were glad that he was going to his pastures new—away from their

own pockets; while others who saw a chance of entrapping him, declared that he would not act the role of the true financial man if he left at the certain time.

He declared his intentions to take up his future residence in the town of Z—, fixed, and at once prepared to remove.

His family consisted of a wife and daughter—Amelia—then in her seventeenth year. The young lady was handsome and accomplished, and the pet of the family. She was not crossed in any of her whims until the discovery that she was in love was unexpectedly made by her mother.

She did not deny the soft impeachment, and when the news was borne to Old Bullion's ears, he marched into her presence fuming and red in the face.

"He's beneath the family!" he cried. "If you marry the despicable railroader, I'll cut you off without a dollar, and erect a stone to you before you are dead."

His manner and threats for a moment terrified the girl, and drove her to her boudoir weeping, and decidedly ill at ease.

"If he had money!" said Old Bullion, as he left the room. "What does the girl mean by falling in love with an express messenger? Why, the fellow is after my money; that is all he wants. He doesn't care the snap of my finger for Amelia."

That same day the fidgety body of Old Bullion appeared in the express

office of the Great Southern Depot.

He held a private interview with the master genius of the place concerning the shipment of his money.

"There is danger," said the agent. "I will be plain with you, Mr. Goldbrick, for the company will bear no misrepresentations. We have not had trouble for several months, and if your money is shipped in profound secrecy, I will guarantee its safe delivery in Z—. To assure this end, I will send with it our trustiest agent, Mr. Sankey."

At mention of the name the little money king started, and removed his spectacles.

Sankey was the name of Amelia's lover.

What! intrust his thousands to the care of this man!

For a moment Old Bullion remained silent, then he said:

"He is your *trustiest* messenger, you say?"

"Our best; he has never lost a copper," was the reply, and there was a merry twinkle in the agent's eye which the miser did not catch.

"Could I ride in the express car with my—my goods?"

"Certainly. I was about to suggest such a course of procedure," said the agent. "I think it a good idea. Your goods will be under your eye all the time, and your presence, it seems to me, would doubly insure their safe carriage."

The idea of riding to Z— with his money, pleased Old Bullion, and before he left the office he opened his pocket and his heart as well, and the agent indulged in a cigar.

It was decided that he would consign his money to the agent on the following day, and would present himself at the depot in time to board the lightning express.

Punctual in all his affairs, he appeared, and when the express stopped before the station, Old Bullion's wealth, valued at almost a million, was consigned to the iron safes of the strong car.

Ned Sankey, the handsome young messenger, assisted in placing it safely away under the eye of Old Bullion.

"There, Mr. Goldbrick," he said, with a smile, "I think we'll land

this car safely in Z— about dawn. I fear no difficulty, as Jacques assures me that the matter of shipment, etc., has been carried on secretly. Morley has promised to ride with us the entire run, and his presence almost guarantees safety."

Old Bullion looked inquiringly into Ned Sankey's eyes, but did not speak.

"Oh! Morley is the conductor," the young messenger hastened to explain. "We call him the Goliath of the S., P. & Z. Why, he could almost lift the heavy safe."

Just then, as the bell was ringing, Ned stepped to the side door, where he encountered the humorous face of Jacques.

"Does the old codger suspect?" asked the office agent.

"No; he sits in blissful ignorance, looking at the iron safe doors that hide his wealth from his sight."

"Good! You saw the boys?"

"They will attack in Borden's woods."

"Yes."

"Is Gray all right?"

"Yes, and eager for the fun."

"Good-by. Success! Handle the boys easily. Sorry I can't see the fun."

The conversation ceased, for the train was moving off, and Ned Sankey closed the door and stepped back into the car.

Old Bullion sat in an easy chair prepared by the messenger for his comfort, and watched the young man assort the various packages of express matter.

Ned did not seem to take any note of him, and did not turn from his work until it was completed.

At that moment Morley, the giant conductor, entered and shook hands with Old Bullion.

"Is it dark out?" asked the money king, with a show of anxiety.

"Well, not overly so," replied Morley; "a man might see our headlight at a distance of twenty feet."

The odd fellow did not relish the sarcasm, and the conductor turned to the messenger.

"The cars are about empty tonight," he said, "and what few passengers we have I don't like."

"Why?" asked Old Bullion, start-

ing.

"They're rough-looking fellows. Two got on at S—, and three more at T—. I fear they mean something. Mr. Goldbrick, are you armed?"

The abruptness of this question drove the old man from his chair, his spectacles fell over his nose, and trembling like a leaf, his usually red face blanched to the hue of ashes, and he stared into the faces of the messenger and conductor.

"Great Jupiter, gentlemen! do you fear an attack?" he gasped.

"The suspicious circumstances warrant fear," said Morley, with rising excitement.

Here he displayed a revolver, which he examined carefully, and Sankey drew two weapons of a like nature from inner pockets.

"The villains must find us prepared," he said, extending one of the weapons to Old Bullion, who grasped it timidly, and it almost dropped from his nerveless hand.

"Gentlemen, my fortune is in this car!" he said still deathly pale. "Were I to lose it, I could never rebuild it. My life is at its ebb, and the energy I once possessed is gone. Think of my family, and run the train safely to Z—."

"We'll do it if possible," said Sankey. "We're in Borden's woods now."

"Is this the dangerous spot?" asked the terror-stricken millionaire, scarcely above a whisper.

"It is the spot we fear!" was the reply.

At that moment the speed of the train sensibly slackened.

Sankey and Morley looked into each other's faces apparently amazed.

"What does it mean?" asked the latter.

"Fortune knows! What can Gray be stopping here for! Hark! a pistol shot. That settles it. Now we're in for it."

Old Bullion instantly divined that the train was attacked by robbers. He believed that the faint pistol shot had slain the engineer, and he sank back into the arm-chair with a grasp of terror. The revolver furnished by Sankey fell to the floor.

"We're attacked, Mr. Goldbrick,"

cried the young messenger, springing to his side; "but we'll defend your money to the last."

"Save it!" said the old man. "Save it, and I'll give you anything you want. Save it, and draw on me for money or Amelia!"

The young man sprang back as Morley slid the door forward, and two masked men sprang into the car. They were tall fellows, armed with pistols, and their black masks reached to their belted waists.

Instantly Morley sprang at one and Sankey seized the other. Then what appeared to be a fearful struggle for the mastery commenced, and the combatants swayed from one end of the car to the other in a close embrace.

Almost overcome with terror, Old Bullion watched the struggle. He could not have resisted a child. Great drops of perspiration crowned his pale brow, and more than once he held his breath—when the would-be stealers of his money gained an advantage. He wondered for a moment why some of the passengers did not come to the rescue, but he thought that doubtless a masked man guarded them with a deadly revolver, and forthwith relinquished all hopes.

But the struggle could not last forever. Morley at length threw his antagonist from the car, and the next moment Ned Sankey accomplished the same feat.

"Is Gray dead?" cried the conductor.

"I don't know; try him!"

Morley seized the bell-rope and jerked it violently.

The train began to move, and Old Bullion looked up with a smile.

"I guess we're safe," said Sankey, approaching him. "Permit me to congratulate you."

The money king seized the extended hand, and shook it warmly.

Morley had glided from the car.

"I owe the safety of my money to your bravery," cried Old Bullion. "Believe, sir, that I will never forget you. You shall be nobly rewarded. There is a girl in my house who thinks a great deal of you, apparently. I'll speak to Mrs. Goldbrick about the matter; but I've

made up my mind, I have indeed, sir. You're a good fellow, I guess; never heard anything wrong about you."

"Never mind, Mr. Goldbrick," said Ned, scarcely able to suppress a laugh, as he caught a glimpse of Morley's face in the doorway. "There were other valuables in the car beside yours. I have but performed my duty."

The train reached Z—— wiltout further molestation.

Gray, the engineer, said that the pistol ball rendered him unconscious, while his fireman fled to the bushes, and that he started off again at the frantic ringing of the bell.

The passengers told of masked men threatening them with revolvers during the attack, and congratulated each other on their fortunate escape.

Old Bullion was overjoyed at the safety of his wealth, and grew enthusiastic over the young messenger whom he declared had saved it. He seemed to have forgotten Morley, who laughed when he told Sankey that he would be satisfied with a kiss from his bride.

"Wait till I get the girl," said the youth, returning the laugh. "There is many a slip and so forth."

Several months rolled away, and one day Ned Sankey led Amelia blushing to the altar. He did this with the blessing of the girl's parents, who made him resign his position on the road, and settle in Z—— as the cashier of the banking house of Goldbrick & Co.

Several years after the wedding, while Old Bullion dandled a rosy-cheeked infant on his knee, his daughter, Amelia, told him the true story of the attack on the express car. The whole thing was a sham, planned by Ned and Jacques, and the agent at S——, with the assistance of Morley, Gray, and "the other boys."

Old Bullion laughed over the story, and vowed that it was the best little scheme to win a woman on record.

DURING the past seven years there have been 395 American locomotives exploded, valued at \$5,490,640.

Pluck Throughout.

When the agent of the Philadelphia & Reading Railroad Company asked Bill Lukens, an engineer in the employ of the company, what he would do in reference to his connection with the company or the B. of L. E., resign one or quit the employ of the other, Bill said he could not tell until he had been home and consulted his family. The necessary time was granted. Bill went home and asked his youngest boy what he should do. The little man said, "Stick by the Brotherhood, pop," and so on throughout the entire family, girls and boys, all said stick. His good wife stood looking on, and old Bill, with his heart full, and his eyes running over, turned to her and said, "Now, mother, what do you say?" The old lady burst into tears, looked round upon her family, walked up to Bill, put her hand in his, and said, "I say stick, Bill, stick." With such women the liberty of the working man is safe, and the Brotherhood of Engineers so long as upheld by the little children, and their wives are safe. Workers produce the men, and good children gladden the heart of a father.—*B. L. C., Pottsville, in New Republic.*

A Lady in a Smoking Car.

We witnessed an amusing incident recently, while on the river train from St. Paul to Hastings. A lady of good proportions, well dressed, and of a genteel appearance, came into the smoking car, just as the train started, and was fixing herself in position, when we ventured to say, "This is the smoking car."

"I know that as well as you do, sir," she cheerily responded. "Why, how selfish these men are; they never want a lady to enjoy what they do themselves."

Of course we subsided.

Seating herself at her ease near an open window, the lady at once proceeded to draw from a neat case a cigar, which she lighted and then puffed away with evident relish. She minded her own business until a rude customer of the masculine gender (a little too full of beer) ventured

to take a seat beside her. But this, merely, she did not resent. Pulling out his cigar he asked the lady for a match. She politely responded, and continued smoking, puffing the fumes out of the window. A minute or two afterward the masculine hitched a little nearer and made some inquiry that madam did not consider relevant. She raised her voice, and in clear and very distinct tones remarked: "You are getting impertinent, sir. It is none of your business where I am from or where I am going to. I have the same right to sit here that you have, and if you don't behave yourself I shall speak to the conductor." She then proceeded coolly with her smoking, and that chap got up and dusted.

In a recent lecture in Edinburg on "The Stars," Prof. Grant said that a railway train, traveling day and night, 50 miles per hour, would reach the moon in six months, the sun in 200 years, and Alpha Centauris, the nearest of the fixed stars, in 42,000,000 years; a cannon ball, traveling 900 miles per hour, in 2,700,000 years; and light, traveling 185,000 miles per second, in three years. Light from some of the telescopic stars takes 5,760 years to reach the earth; from others 500,000 years. These stars, therefore, may have become extinct thousands of years ago, though their light comes to our eyes. Alpha Lyra is 100,000,000,000 of miles from us, and its magnitude and splendor are as 20 to 1 compared with our sun. The sun is neither greater nor smaller than most of the stars.

Why the Train was Delayed.

The Boston *Traveler* tells the following: "While traveling over a branch railroad that runs through the rural districts into the edge of New Hampshire, the train drew up at a small station. The passengers gazed out of the car windows to take in anything of interest that might be seen, but the unimportance of the place being noted at a glance, they fell to reading their papers and magazines. After a considerable wait the passengers eyed each other in

wonderment, and one bolder than the rest ventured to the platform and looked into the station, and found a tailor measuring the conductor of the train for a suit of clothes. After the conductor had given full directions as to how he desired the suit made, the necessary number of pockets, their positions, etc., he came out on the platform, in full view of the passengers, looked along the road, as though expecting another train, waived his hand towards the engineer, and the train started off."

On the morning of June 19th, the east-bound mail train on the Atchison branch of the C., R. & I. road ran into the creek ten miles west of Washington, Iowa. The engine, baggage and two passenger cars fell twenty-five feet through the bridge. The sleeper stopped with a third of its length projecting over the chasm. About fifty passengers were on the train, and none were killed and none were dangerously hurt. Engineer Thomas Rhodes, of Wilton, had one leg broken and was otherwise injured. Fireman John Moore, of Wilton, had both legs broken. Baggage-man James Jake Cody, of Davenport, had both arms and a leg broken, and will probably die. Geo. Morton, express messenger, was badly crushed, but will recover. Several passengers were slightly hurt. The baggage-car and its contents were badly smashed. Had the sleeper fallen upon the passenger coaches instead of stopping on the trestle, the loss of life would have been terrible. The bridge was undermined by the tremendous rain of the night before, which flooded the country.

PENNSYLVANIA has more miles of railroad than any other State in the Union, except Illinois. Illinois has 6,980; Pennsylvania, 5,896; New York, 5,520; Indiana, 4,070; Ohio comes in with 4,680; Rhode Island has 182; Washington, D. C., 110. The Indian Territory has 281; Connecticut, 925; California has 1,824 miles. The total is 76,640.

Yardmasters' Mutual Benefit Association.

The Annual Convention met in Cleveland, O., June 13th, forty-three delegates being present. The President made his annual address, setting forth the objects and benefits of the Association. The Executive Committee reported a total membership of 250, an increase of 75 during the year. The cash receipts were \$331.19, expenses, \$46.50, leaving a balance of \$284.69 on hand. Some slight changes in the by-laws were made. A proposition to raise the annual assessments from \$1 to \$3 was postponed for a year. A committee appointed on draw-bars reported that they were unable to recommend any one bar now in use as preferable to others, but in their opinion the greatest danger in coupling cars arises from the differences in the height of cars. They recommended a uniform height for bars, with a flat deadwood two feet long, bolted solid to the end sill of the car, and a cast iron in preference to a wrought iron bar. The recommendations of the committee were agreed to and ordered transmitted to the Master Car Builders' Association, which was in session at the same time. After electing officers, it was resolved to hold the next meeting in Chicago, June 12th, 1878. The convention closed with a tour of inspection through the Lake Shore yards and a steamboat excursion to Put-in-Bay.

In the case of Birney against the Indianapolis, Bloomington & Western Company, the Illinois Supreme Court held: Where a railroad train wrongfully fails to stop to take on a passenger, he is entitled to recover nominal damages, and such actual damages as he may sustain by reason of such delay, but he has no right to inflict injury on himself to enhance the damages, as by walking to the next station, instead of waiting for the next train or procuring other conveyance, and thereby causing sickness.

THE net earnings of the Erie road for six months, ending March 21, were \$1,910,587.

The Fast Trains.

At a meeting of representatives of the roads interested, held June 15th, an agreement was reached which includes the resumption of the timetable of May 14th and the restoration of through passenger rates to the figures then in force. It was further agreed that any road should have the right to make the same time between St. Louis and New York as the Pennsylvania. The old timetable will be resumed on June 25th; the old rates were restored June 18th. This settlement takes off the fast trains lately put on between Chicago and New York, but will probably not interfere with the Wabash fast trains from St. Louis, which first caused the present trouble, but it is agreed that Omaha tickets shall not be sold by this route.

A LITTLE ELBOW ROOM.

Good friend, don't crowd so very tight,
There's room enough for two;
Keep in your mind that I have a right
To live as well as you.
You rich and strong, I poor and weak,
But think you I presume,
When only this poor boon I ask—
A little elbow room?

'Tis such as you, the rich and strong,
If you but have the will,
Could give the weak a lift along,
And help him up the hill.
But no—you jostle, crowd and drive,
You storm, and fret and fume;
Are you the only man alive
In want of elbow room?

But thus it is on life's round path,
Self seems the God of all;
The strong will crush the weak to death,
The big devour the small.
Far better be a rich man's hound—
A valet, serf or groom—
That struggles 'mid the mass around,
When we've no elbow room.

Up, heart, my boy! Don't mind the shock;
Up, heart, and push along!
Your skin will soon grow rough with knocks,
Your limbs will labor strong;
And there's a hand unseen to aid,
A star to light the gloom;
Up, heart, my boy nor be afraid,
Strike out for elbow room.

And when you see amid the throng
A brother toiler slip,
Just give him as you pass along,
A brave and kindly grip;
Let noble deeds, though poor you be,
Your path in life illumine,
And with true christian charity,
Give others elbow room.

[For the B. of L. F. Magazine.]
THE BOYS OF THE G. T. R. R.

BY DOMINION BOY.

If any of you fellows
 Should happen to come this way,
 Don't forget to call upon us,
 And if you have got any time to stay.

We'll introduce you to the Brothers,
 And I know they'll use you well,
 And show you all the bidders,
 For it is right here they dwell.

I mean our engine runners,
 From Toronto East and West,
 The boys the Grand Trunk Company
 Thought that they could best.

But just give me your attention,
 And I'll try and show to you,
 The way you are going to know them,
 Should they come before your view.

Well, I'll start with Yankee Hutton,
 He runs the Baldwin, "201,"
 Just give him a chew of tobacco,
 And then he'll make her run.

And there is old Hugh Reddie,
 He's the daddy of the crowd,
 He runs the little Baldwin,
 And I'm telling you, of her he's proud.

And then there's old Bill Henshall,
 He would kill you with a blow,
 I'll tell you how you'll know him,
 By his "How go, lad; how go?"

But Brigham Young he is the boy,
 If you want to have some fun,
 You'll always find him just the same,
 And he never goes back on a bum.

We next find Jimmy McKenzie,
 He's a regular little fright,
 You only want to vex him,
 And he's right in for a fight.

But if you want to find the boy,
 That is not afraid to fight
 For anything that we should have,
 That's honorable, just and right,

Just step up on "235,"
 From Schenectady shops she came,
 And there you'll find John Eaton,
 And he runs a passenger train.

And there's another Schenectady,
 Her number's "284,"
 She is run by Sammy Phipps,
 And you bet she is a goer.

But here we have long Spereman,
 He is such an awful size,
 And if a premium there was for running,
 I think he'd take the prize.

And there's the boss old eng.,
 Her number's "283,"
 She's run by Billy Kennedy,
 And there you will find me.

But just look at Tommy Walker,
 He's laughing all over his face,
 And he's laughed so much at nothing,
 That he has gone and broke his brace.

And there's old Tom Tutty,
 He is not a bad old pill,
 He drinks Walker's Vinegar Bitters,
 And votes for the Dunkin bill.

And then there's Johnny Kay,
 That runs the "206,"
 The one that lost her guide-bars,
 Through some one's naughty tricks.

But we have still another Yankee,
 And his name it is Fred. Warren,
 He used to stoke on the E. P. R.,
 For a chap called Jimmy Horn.

And then we have our Irishman,
 Pete Henery is his name,
 He's another of the boys
 That will go in for a game.

But little Harry Ryan's the boss,
 And he runs the "228,"
 And when he goes out with the boys,
 He's sure to come home late.

Now I might tell you more of our West End
 boys,
 But they'll do that by-and-by,
 Who have had a longer acquaintance,
 And know them better than I.

So now I'm going to leave you,
 And I'll bid you all good-bye,
 And if this does not please you,
 The next time I'll better try.

—DOMINION LODGE, No. 67.

[For the B. of L. F. Magazine.]
WE ALL MIGHT DO GOOD.

BY H. G. SMITH.

We all might do good
 Where we often do ill;
 There is always a way
 If there be but a will;
 Though it be but a word,
 Kindly breathed or suppressed,
 It may guard off some panic
 Or give peace to some breast.

We all might do good
 In a thousand small ways,
 In forbearing to flatter,
 Yet yielding due praise;
 In spurning all rumor,
 Reproving work done,
 And treating but kindly
 The hears we have won.

We all might do good,
 Whether lowly or great,
 For there is naught to be gained
 By the purse or estate,
 If it be but a cup
 Of cold water that's given—
 Like the widow's two mites,
 It is something for heaven.

LOUISVILLE, KY., June 6, 1877.

Editorial.

SOME interesting tests have just been made on the Boston & Albany Railway with the dynographic car, to measure the drawing power of certain locomotives. The tests were made between the cities of Springfield and Worcester. Twenty-five freight cars, laden with grain and oil, composed the train. The aggregate weight was 571.1 tons. The weight of engine, tank and two men was nearly 69 tons. To move the train one mile, the line straight and grade 60 feet, required a power equal to 95,910,189 foot pounds, that is a power capable of raising 95,810,189 pounds one foot, was required to move the train that one mile. The tension on the draw-bar varied from 18,300 to 20,000 foot-pounds. The pressure on the engine's boiler ranged from 133 to 135 pounds. At a speed of 18 miles per hour on a level, the draw-bar tension was 4,300 pounds; a one-degree curve increased the tension to 4,800 pounds; a two-degree curve, 1,800 feet long, increased the tension to 5,000 pounds, and two feet per second was lost of speed. On a five degree curve, 49.1 foot grade, speed six miles per hour, the motive power over 1,400 feet was equal to 24,940,000 foot-pounds, or 94,047,920 pounds per mile. The tension at this time was 18,700 pounds. On the heaviest grades sand was used, and only twice during the trials did the driving wheels slip. The "drivers" were $4\frac{1}{2}$ feet, cylinders 18 by 26 inches. It is claimed the test prove the superiority of the Springfield engine as a drawing power, while they give interesting proof of the utility of the dynograph.

A Miraculous Escape.

On the morning of June 5th, as the steamer "City of Troy" was passing through the draw of the upper railroad bridge at Albany, N. Y., a freight train, bound for New York, came on the upper end of the bridge before the engineer discovered the signal that the draw was open; it being impossible to stop, the engine plunged into the river a distance of thirty feet, leaving the train upon the bridge. The scene created quite an excitement among the passengers who were collected on the after-deck of the steamer. The engineer, Charles Brooks, and the fireman, James Rigney, both of New York, escaped unhurt.

It is noticeable that every new road projected of late is going to surpass everything of the kind that ever was. They are all to have double steel tracks, the best equipments, etc., and to cost only about one-half as much as the roads that are to be competed with. When the times are dull prospectuses must necessarily be unusually rosy.

A REDUCTION of wages has taken place among the enginemen of the Albany & Susquehanna and Kensellar & Saratoga Railroads, both being operated by the Delaware & Hudson Canal Company. The reduction was very amicably adjusted by the General Master Mechanic and the Superintendents, it being a reduction of 10 per cent. on all one hundred dollar men, and 5 per cent. on those who were getting eighty and ninety dollars per month.

THE Erie road is talking of a reduction of 10 per cent., to take effect July 1. It will probably be opposed.

Tom Scott's Last Order.

OFFICE OF THE PRESIDENT OF THE
PITTSBURG, CINCINNATI & ST. LOUIS RY CO., }
PITTSBURG, PA., May 27, 1877.

To the Officers and Employes of the
P. C. & St. Louis Railway Company
and Leased Lines.

The following preamble and resolutions were adopted by the Board of Directors, at its meeting held yesterday:

"WHEREAS, The depression in all business interests of the country continues, thus affecting the usual revenues of railway companies, and rendering a further reduction of expenses necessary; therefore be it

"Resolved, That a reduction equal to 10 per cent. be made from the present compensation of all officers and employes of every grade in the service of the company, when the amount exceeds 10 cents per hour, to take effect on and after June 1st, 1877."

It is hoped and believed that all persons in the service of the company will cordially concur. This action of the Board sets forth clearly the necessity for the reduction referred to. *But one reduction in compensation has been made by the company since the panic of 1873, and it was hoped that a revival of business would avert the necessity for making any further abatement in the compensation of all persons in the service. As yet, however, no practical improvement has taken place in the business of the country, and, therefore, while enforcing the most rigid economy in all departments of the service, I trust that all officers and employes will cheerfully concur in a course that is, in the judgment of the Board, essential to the well-being of the company.*

THOMAS A. SCOTT, President.

In order to show how inconsistent this is, though well worded we will quote the wages previous to the panic, of engineers and firemen, and hope to prove that Mr. Scott is either in ignorance of the facts or he has

been misguided by his officers. In 1873 the rates were:

Passenger.....	Per day.
Engineers.....	\$3 75
Firemen.....	1 70
Freight.....	Per day.
Engineers.....	\$4 25
Firemen.....	2 21

After the reduction, which was the first one Mr. Scott refers to, it left the rates as follows:

Passenger.....	Per day.
Engineers.....	\$3 34
Firemen.....	1 53
Freight.....	Per day.
Engineers.....	\$3 85
Firemen.....	1 99

Next comes reduction No. 2, August 1st, 1876:

Passenger.....	Per day.
Engineers.....	\$3 00
Firemen.....	1 25
Freight.....	Per day.
Engineers.....	\$3 40
Firemen.....	1 70

Now comes reduction No. 3, May 25th, as per above order:

Passenger.....	Per day.
Engineers.....	\$2 70
Firemen.....	1 25
Freight.....	Per day.
Engineers.....	\$3 06
Firemen.....	1 53

This makes three distinct reductions, and leaves it impossible for a man of family to get along on \$1.25 per day, as his living costs \$1 a day while away from home. Time alone will, with the abolition of railroad wars, stop all this, at least we hope so.

Missouri Train Wreckers Captured

Four of the band of miscreants who ran the train off the track near Woodend station, on the St. Louis & San Francisco road, on the night of June 2d, have been captured. It seems that one Oliver, about 20 years of age, who lives near Richland, was suspected of having something to do with the deed, and was arrested and taken to Richland. Since then he has confessed, and given the names of those engaged in the affair. Geo. Gibson, Allen Greenstreet and Jas.

Long have been arrested and placed under a strong guard at Richland. Four others were connected with the gang, but they are still at large. Young Oliver says that an ex-convict put up the job and led the party. The intention was to run the entire train off the track, and then, under guise of assisting the wounded, to rob the passengers and plunder the train.

THE New York Central & Hudson River Railroad Company have been experimenting for some time past to discover how long a locomotive can run, with due regard to economy, without repairs. It is found that locomotive No. 90 has run 70,000 miles in eleven months without going to a repair shop.

Meeting of the Employes' Mutual Insurance Company of the A. & G. W. R. R.

A meeting was held in Dayton, O., on the 20th of June, of the Atlantic and Great western Mutual Life Insurance Company. The organization was formed by the employes of the road five years ago, for the purpose of relief and protection. There were 125 members present. The total membership of the Society is 729. The plan of the organization provides that each new member shall pay two dollars as initiation fee, and one dollar as an assessment on the death of any member of the Association. These assessments have been comparatively small, there having been up to the present time only twelve deaths since the organization of the Society.

Mr. G. H. Beale, the President, called the meeting to order, for the transaction of business. Mr. G. E. Hinds, the Secretary, read his yearly report showing the prosperous con-

dition of the Society. The receipts for the year were \$3,085.24. This included initiation fees and sums collected by assessments. The disbursements made to the heirs of deceased members were \$1,884. The expenses of the Association were \$210.06, leaving a balance remaining in the treasury of \$941.18. It was also stated in the report that 140 new members had been added to the Association.

THE Board of Directors of the Pennsylvania Company, operating the Pittsburg, Ft. Wayne & Chicago, Cleveland & Pittsburg, and other roads west of Pittsburg, held their annual meeting in Pittsburg, recently. The aggregate earnings from lines operated by the company and other sources in 1876 were \$14,584,720.35; expenses of operating the lines, \$8,700,026.39; net earnings, \$6,557,680.96. Out of these net earnings were paid interest on bonds, dividends, rentals and all charges connected with leased lines, amounting to \$1,357,739.37. From this sum the interest on the funded and other debts of the Pennsylvania Company and general expenses were paid, amounting to \$774,558.22. The amount contributed to the sinking fund of leased roads was \$178,550. This leaves a net profit for the year of \$404,623.15.

AN unsuccessful attempt was made to rob an express car on the Lake Shore & Michigan Southern road, on the 22d of June.

WE have received the June number of the BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE, a monthly publication, by I. J. Bennett, Dayton, Ohio. It is printed with new type, on fine white paper, and the workmanship is excellent. This magazine is devoted to the interests of locomotive firemen, and should be in the hands of every fireman, especially members of the Brotherhood.—[“Plain City Press.”]

Items of Interest.

Engineers are surveying for a railroad from Brookville, Jefferson county, Pa., to Buffalo, N. Y.

The strike among the laborers on the piers and freight depots of the Pennsylvania Railroad Company, in New York, is now over.

A reduction of 10 per cent. in the pay of the employes of the Northern Central and Baltimore & Potomac Railroads went into effect June 1st.

Several trains on Canadian roads were delayed on the 4th of June, on account of caterpillars. They made their appearance by millions. On the Port Stanley road it was found necessary to shorten trains.

The Wallkill Valley Railroad was sold at the Court House at Roundout, Vt., on June 5, under a foreclosure of mortgage, and was bought by the creditors of the road for \$128,000.

The National Locomotive Works of W. H. Baily & Co., at Connellsville, Pa., last week shipped a twelve-ton narrow-gauge engine to the New York, Brooklyn & Sea-shore road, and are now building two more for the same road.

The Association of Railroad Purchasing Agents held their Fourth Annual Meeting at Cleveland, Ohio, on the 10th of June. The meeting was called to order by President J. T. Sterling. After reading the minutes of the meeting, the usual business was proceeded with.

Strong drink costs \$1,000,000,000 in money every year. It makes 50 per cent. of all our insane. It makes 55 per cent. of all our paupers. It causes directly 75 per cent. of our murders. It makes 80 per cent. of our other criminals. It sends forth 95 per cent. of our vicious youths. It sends one human being every six minutes into a drunkard's grave.

The Cotna locomotive was lately tested on the New York and New England Railroads, and the results are considered highly favorable. Under the new system of combustion there is no escape of smoke or cinders from the smoke-stack, and greater power is claimed to be evolved under the same conditions than by locomotives now in use.

The chief engineer of the Government railways in Australia recently reported that the locomotives made in Australia were not only poor ones, but an injury to the roads. He recommended that hereafter all engines be bought in the United States. He is right. The American invention runs smoother, pulls stronger, lasts longer, and costs less to run than any in the world.

The railroads of Kansas and Western Missouri have been suffering from excessive rains and consequent floods. About the 10th of June the Atchinson, Topeka & Santa Fe was again blocked by wash-out between Topeka and Atchinson and Topeka and Kansas City. The Missouri Pacific was broken between Leavenworth and Atchinson, and the Kansas Central was so badly washed west of Leavenworth that no trains ran for a week. The Missouri River was unusually high, so that the Kansas City, St. Joseph & Council Bluffs track was under water at Winthrop, opposite Atchinson.

From data collected by the Illinois Central Railway Company as to the cost of maintaining sixty-nine miles of track from Kensington to Gilman—laid with iron rails prior to 1872 and now with steel rails—it appears that it has cost \$505 per annum less to maintain the track when laid with steel than when laid with iron, the calculation being based upon the prices current in 1876. It is expected that 1877 will present equally good results with the track now laid with steel from Gilman to Champaign, from Du Quoin to Cairo, and from Dixon to Dunleith. If possible, the Directors of the Illinois Central propose to lay down steel rails in future.

The Philosophical Society of Philadelphia in 1866 offered a premium of \$500 for a process for the successful utilization of anthracite coal dust, to be competed for under the direction of the officers of the society. A committee is now considering an application for the premium, where the process is burning the material on a perforated grate with a closed ash-pit and a steam-jet blast, the coal slack being spread thin on the grate. The latter part of the process is secured to Mr. J. E. Wootten, of the Reading Railroad, by a patent. Parties desiring to compete for this premium are requested to communicate with Mr. Robert Briggs, No. 220 South Fourth street, Philadelphia, who will present their applications to the society.

The Paterson "Press" of June 9th says: "A new patent car to be propelled by steam, for use on horse railroads, has just been completed at the Grant Locomotive works. It is an entirely new plan in the way of a street car. It is to be tested at Riverside on the horse car track shortly, which trial will be looked forward to with great interest. The car has been in process of construction at the works now for several months, there being no especial hurry for it. It is the carrying out of a new idea; it is a traction engine, with a wheel having the tire covered with rubber, in the middle of the car, and running along on the rail, and which carries along the car. It is claimed it will run on the rails when they are covered with thick ice, as long as it has a smooth surface to run over."

Correspondence.

From North Platte.

NORTH PLATTE, NEB., June 12, 1877.

Editors of B. of L. F. Magazine:

The big Indian scare is all over now, and the poor red devil has gone to the Indian Territory. Last Sunday about one hundred lodges of them passed Sidney and encamped three miles east of that town. Monday they picked up and started south for their home. They were squaws, papposes and Indians of Lame Deer's band of Cheyenne Sioux who came to Red Cloud Agency and surrendered some two months ago.

I came down from Sidney on train No. 10 that night which leaves at 7 P. M., and as is common with poor Lo, they must see which could come nearest the train. One little Indian got on the track, after the train had passed, and took hold of the draw-head (we were running about five miles per hour) and ran after the train. An old Indian on horseback got on the track and followed the boy. We crossed a bridge, and, as a natural consequence, the boy fell in, his stomach resting on a tie; the horse followed suit and fell on top the boy, while the old Indian remained on the horse. Result—one dead Indian boy.

If the Government would only make all of them good Indians it would help this part of the country. I have only seen six good indians—they were all dead.

It seems as if everybody and all their neighbors were moving West; some to the Black Hills, some to Oregon, and others to Washington Territory. It is almost impossible to look out of the cab window and not

see teams moving West; to-day I counted sixty-three in going less than thirty miles.

I suppose Brother Clark has given you all the news as regards the Brotherhood, so I will let that subject go this time by saying we are prospering finely. Brother Phillips has just been promoted, and is now on his first trip, which we all hope he will fill with honor to himself and profit to the company.

Yours truly, Ex.

From St. Paul.

ST. PAUL, MINN., May 14, 1877.

Editors of B. of L. F. Magazine:

I see in most every MAGAZINE a short piece from different Brothers and different Lodges. Now I don't see why we can't all have a short piece each month. The MAGAZINE is printed for the benefit of the B. of L. F., and we are all banded together for the same cause, and, therefore, let all have a word to say if it is not very much. I, for one, will try and do what I can.

Nothing does me more good than to read of the increase of members in the B. of L. F., and to see new Lodges starting up all over the Union; and, as there are black sheep in every flock, let us try and keep all such out if possible. Times are dull now, and the country is full of stout-looking young men that claim to be firemen, that I have my doubts that ever threw a stick of wood or a shovelful of coal, unless it was into a cook-stove; and what we want in the B. of L. F., is men that we know are now or have been firemen.

Take a Lodge where some pull one way and some the other, and there will be trouble in time. If a Brother is elected or appointed to an office let

him fill it to the best of his ability, and if he can't be there at every meeting, or as often as he would like, let him resign in favor of some one else; then all will be right. Nothing gives me more pleasure than to enter a Lodge where all work together and are happy; and when they part with a hearty shake of the hand, then you may expect that they are all as one.

The article in the May number of the MAGAZINE entitled, "Make Home Happy, and the Good Effect it Produces," was read here with pleasure, and I wish there were more firemen who had sisters like Fannie that would write such good pieces. I hope she will continue to write, and would be pleased to read any article contributed by any of the lady friends of the firemen.

Owing to the slack time on our road (Chicago, Milwaukee & St. Paul) there can't as many Brothers meet together as would like to, but we live in hopes of seeing better times this fall. With a good set of officers, No. 39 prospers finely, new members coming in nearly every meeting, and our aim is to keep on, slow but sure, as the boys say on a heavy grade and big train.

A MEMBER

of North Star, No. 39.

Suggestions on Insurance.

LOUISVILLE, KY., May 6, 1877.

To the Officers and Members of the B. of L. F.:

I wish to call your attention to the most important feature in our Order, which is Insurance. After several years of trial, we must acknowledge that it does not thrive under a separate existence. We must build it up. And the question is asked how

best to do this. Now, I submit the following suggestions, that they may be brought before the sub-Lodges and there thoroughly discussed, and a vote from every member in the Order taken, and when they are placed before the next Annual Convention the delegates can act intelligently and with dispatch:

First—That the Insurance be placed in the hands of the Grand Officers, and the rules and regulations placed in the Constitution and By-laws of the B. of L. F., with the proper laws to govern the same, which will be enacted at the Convention.

Second—That each member of the B. of L. F., upon presenting himself for the second or full degree of membership, shall pay to the Financial Secretary the sum of \$1, as an advance assessment, and the same amount on each assessment thereafter, while he is a member of the Order. All such payments to be known as the Insurance Fund. The date of such payment to be kept by the Financial Secretary, and the Brother credited with the same. No member shall be assessed for a death that occurs prior to his full degree of membership.

Third—Two thousand dollars shall be the highest amount paid by the Order upon the death of a Brother. This sum shall be paid upon the death of every member in good standing.

Fourth—On the death of a Brother who has attained his full degree of membership the Recording Secretary of the Lodge shall immediately forward to the Grand Secretary and Treasurer a notice of such death. Such notice must state the name and age, date that he received his full

degree of membership, date of his death, and the amount that he has paid into the Insurance Fund, and that he was in good standing and entitled to the said benefit. After paying said benefit, if the sum of two thousand dollars is in the Grand Treasury no assessment shall be made, and such knowledge shall be official, and sufficient notice sent to every member of the Order. Each member shall pay the amount due on the call of the Financial Secretary of the Lodge, within thirty days from date of such notice; and any member failing to pay such assessment within the thirty days shall be suspended from the Lodge; and any Lodge allowing the delinquent to remain without suspending, shall pay all assessments due from such member while he is permitted to remain in good standing.

Fifth—There shall be entered upon the Recording Secretary's book a direction to whom his benefits shall be paid, and the same duplicated on the policy or benefit certificate (which will be provided by the Grand Lodge upon the payment of a small fee to be fixed at the Convention). All such entries shall be made by the personal direction of the Brother, and read in open Lodge. In case no direction is made by the Brother, either by will, entry on Recording Secretary's book, policy or benefit duplicate, the Lodge may cause the same to be paid to the person or persons entitled thereto. In case no person or persons are entitled to the benefit, it shall revert back to the Grand Treasury or Benefit Fund.

Sixth—That Art. 4 and Sec. 3 in the Constitution be stricken out, and insert in its place the following: No

funeral benefits shall be paid by Lodges only in cases of pecuniary emergency of death, and then only by way of loan; the amount so advanced to be deducted from the benefit the deceased is entitled to.

I have just given an outline of some of the proposed changes, and it is left for the consideration of the members, and I hope it will meet with favor, and that some Brother may take it up and put it in proper shape and bring it before the Convention next September. Brothers, this will be invaluable to us in our hazardous positions, with families dependent upon us for support, and a very small compensation for our onerous services, with the heavy expenses we incur by being on the road and away from home half the month. We cannot lay by anything for our families. We may work five, six or ten years and then probably not have \$2,000 to leave them. But now the chance is offered whereby even the poorest of us can insure our families enough to keep want from the door, by the small sum asked at the death of a Brother. Why, there is not a month goes by but that the majority of us spend the trifling sum that this insurance costs, to gratify an appetite, or a vain nature, or throw it away foolishly. Are you not ashamed to acknowledge that you are denying your families this means of support when you are gone, and still are throwing away the price to secure it every week? Think this over and vote for it. There are plenty of chances of improvement, and a disability fund can be added, whereby a Brother that becomes disabled, and not able again to pursue his usual avocation, or earn his own living, should receive say \$1,000,

with an assessment of 50 cents in this case.

Yours fraternally,

FRANK B. ALLEY,
Louisville Lodge, No. 23.

—
ALBANY, N. Y., May 6, 1877.

Editors of the B. of L. F. Magazine:

At our meeting to-day the Insurance question was brought up, we had quite a debate on it—the Insurance in its present form and the Insurance as spoken of by Brothers Sayre and Alley. The members present were in favor of assessing the members of the B. of L. F. the sum of \$1 each at the session of the next Grand Convention, and collecting the same and depositing it in the Treasury to the credit of the Insurance Fund, and at the death of a Brother (which I hope will not be for some time) to make an assessment on each member living.

Say at the next session in September the Brotherhood would number 4,000 members, it would give to the Insurance Fund that number of dollars, and at the death of a Brother pay to his family the sum of \$2,000; in the meantime assessing the Brothers \$1 each, (still supposing our number to be 4,000) it would give us back our principal again with a surplus, and at the death of Brother No. 2, his family would receive his insurance, without an assessment on the Brothers in case Brother No. 3 should die. In this case there would be two assessments for the deaths of three Brothers. We are in favor of this style of Insurance in preference to the present system.

Yours fraternally,

WM. B. R. BLAKE,

Temperance and the Brotherhood.

ALLIANCE, OHIO, June 14, 1877.

Editors of B. of L. F. Magazine:

In organizing the Brotherhood of Locomotive Firemen, temperance was taken as a part of our motto, in view of making a better and more temperate class of men in the motive power department of railroads, and no better word could be taken, unless it would be total abstinence. This part of our motto should be strictly adhered to, as well as any other part. Benevolence, one part of our motto, is characteristic of railroad men, but sobriety, I am sorry to say, is not, although the B. of L. E., as well as the B. of L. F., are working to some extent to advance this cause. Yet we are not doing all we should. We should work with untiring energy. Every Brotherhood man should be strictly sober; should be a total abstainer. But are we all strictly temperate? Some will say, "I am a temperance man. I am very temperate in my drinking. I despise a man who will get drunk." But do you not occasionally take a drink, and, perhaps, with the very one who the day before you saw drunk; if this be so, are you not encouraging him in his fault? Should you not rather hold the glass from him? Let it not pollute his lips. If you can stop with one glass, is that a guarantee that every one else can do the same. Not by any means. You, my Brother, have an influence; will that influence still be for evil? Will you still indulge in the social glass, and thus encourage others to do the same? Why should not every B. of L. F. man take a firm stand against intemperance, and help choke out this great evil which is cursing our land. My Brothers,

have you done all you could to rescue some fallen, perishing one? Have you gone to your friends with words of warning and of counsel, and tried to lead him to a higher and better life? Should not every one of us to look Jesus for guidance and direction in some good and noble work? Let us lift ourselves above the usual round house talk. Let it be of a character that will tend to improve and mould a true and noble manhood. Again, why will so many always be found at the saloon or some hotel, when they have homes to go to? Why not be found at your home? Why not share your love and respect for them by your presence when possible? Brothers, you who are blessed with the quiet and gentle influence of a happy home, why do you not throw open your doors and say, welcome in? Do all you can to keep them out of the way of temptation. Make your influence for good be felt in some way.

Wives, mothers and sisters, do you fully realize the temptations that are daily thrown around your husbands, sons and brothers? The trials, hardships and deprivations that belong to railroad men need to be counteracted in some way. Will you not help to do this work? We know that some of you are doing all you can for us. We know that you carry us to God in daily prayer. Some have no mother, wife or sister; take them to your homes, give them a place at your fireside, make them feel that we care for them, do all you can to keep them from the saloon and gambling table. Why will not every one go to work with a will to elevate his fellow-man? Let nothing be left undone that you can do for the benefit of others; for by benefitting others you benefit your-

selves, and you do a grand and noble deed, and will finally receive your reward.

God is helping us. He gives us the sunshine and gentle showers, causing all nature to spring up in newness of life; the earth yields to us the sustenance of life, we have the promise of a good harvest. But how much of this blessing will be converted into a curse by being used for making whisky, wine, ale and beer, and dealt out for the destruction of men's souls. Still men go on turning blessings into a curse, while we stand back and do nothing to free our country from this great sin and evil.

Then no longer idly stand,
While this sin does curse our land,
But be sober, honest and true,
God, by his spirit, will carry you through.

Take your Brother to your home,
Leave him no longer to roam,
Open your door and welcome him in,
Keep him from temptation and sin.

God sends us the sunshine and shower;
Then let us not forget him one hour,
But trust Him and love Him every day,
And He will surely brighten the way.

J. M. HOLLOWAY.

From Phillipsburg.

PHILLIPSBURG, June 2, 1877.

Editors of B. of L. F. Magazine:

The May number of the MAGAZINE is at hand. It is an ever welcome visitor at my house; hardly knowing how to wait one month until the next. It is very interesting to hear the different views on questions which are asked and answered by different Brothers. But I can't see why some of the Brothers from No. 11 seem so backward as not to try to fill the columns with their chin music. To hear them in the Lodge room or in the different round houses, any one would think they could fill the columns of our MAGAZINE six months, without the aid or help

from any other source. Nevertheless, as long as we hear from other Brothers, it is, I suppose, more interesting. The Order is progressing finely in this part of the country—the list of Lodges shows for itself. I was handed the April number of the I. F. U. *Journal*, in which P. F. Mulhearn asks where all the literary ability of the I. F. U. has gone to and what is keeping it back. In the first place it never had any. He also asks, why not put forth the benefit of their “increasing” Order. He has made a bad mistake. He meant *decreasing*. He also says, evil influences are at work, sapping the life and spirit out of the I. F. U. They never had any. He further states that it will be to their credit to show “them” up in their true light. I suppose he means the B. of L. F. Well, my advice to them is, to save their time and brains, for the B. of L. F. needs no showing up, as we have proved what we are long ago. Now, if any one needs showing up, it is the I. F. U. I find in looking over their Lodges they advertise sub-Unions where I know they have none. For instance, Hoboken, No. 1; we have a Lodge there, and they have none. Also, several other points the same way. He says it is not gratifying to hear the slurs cast on them by the B. of L. F. They would never hear any reflections cast upon them by any of our Brothers if they would only keep their mouths shut. He says their expelled members hasten to join us, and are willingly and eagerly taken in. Well, if that is what is breaking up their Order, it has got but very little back-bone. Our Grand Officers are not guilty of watching the list of suspended members of the I. F. U., and so soon as they see one suspended

for non-payment of dues, send him a MAGAZINE and advise him to join the B. of L. F., which Mr. Hoppman did do. That is the way I got the April number of the I. F. U. *Journal*. He says when the time comes to combine the two organizations what a getting down there will be in the B. of L. F. We will be let down easy. I am sorry to think they are such weak-minded men among the firemen on the Lehigh Valley Railroad. He calls us frauds, and that we worked over two years with their signs and pass-words. Any one with common sense knows better than that. He means to say that the only way we get Lodges started is by saying the Union is busted. I will answer him: he is far from telling the truth. He also states that we contend the B. of L. F. and B. of L. E. are going to consolidate, in order to get firemen to join us, and take the name of the B. of L. F. He ought to know better than to talk that way; it was never told him by any of our Brothers. We have never tried to build up our Order by fraud, but, on the contrary, have made men out of firemen, which the I. F. U. has never made an effort to do.

Now, Mr. Editor, it is not our will to say anything about any institution, but when it is so brought on us, I think it is about time to resist. They have tried to degrade some of our Grand Officers, who, next month, I will show up in a more truer light, especially our G. S. & T., he having always proved himself to be a true Brother and has filled his office satisfactorily to all the members of the B. of L. F.

Respectfully yours,
WALTER KICHLINE.

A Useless Habit.

Editors of B. of L. F. Magazine:

Having read with pleasure the many communications from Brothers in the MAGAZINE, I thought that a word from an interested Brother would not come amiss. I would like to call the attention of the readers to the heading of this article, and ask them if they ever have a serious thought of what an utterly useless habit swearing is? Does it assist you in your duties? Does it lighten your work? Does it raise you in the estimation of your companions? Does it give you an air of importance in the eyes of the public? I can truly answer No! Why, even those who use profane language themselves lose their good opinions of you upon the utterance of than oath! You lower yourself in the estimation of your hearers, and only show them that you are of small mind, ignorant or that you have been reared in bad company and your social education has been sadly neglected. Now, I have noticed the prevalence of this habit among all classes, and particularly among railroad men, and I claim that this one single habit alone has given the general public a very bad opinion of us as a class, and it occurs pretty much in this way: While at a station where persons have congregated to bid departing friends good-by, or to meet friends returning, a train will be discharging freight or switching, and in the hurry and excitement a vexed train-hand utters an oath or a volley at some companion who is some distance off, or an engineer or fireman, angry at the failure of some one to make a coupling the first attempt, damns his soul or another's, in the hearing of these

people, who are shocked at the terrible profanity of these men, and it leaves the impression upon their minds that railroad men are a very low, ignorant, wicked class of men. But look at this in another light of vastly more importance than public opinion. Did it ever occur to you that every violation of the commandments is booked by the Recording Angel opposite your names? Now, what excuse will you have to offer on that great day? What! can you offer none? Why, you did not swear for gain; you received nothing for the effort; you had no object at all in breaking the commandment; you have no extenuating circumstance to offer; it was just a foolish, wicked habit that caused you to swear. And I do believe that this uncalled for wickedness will receive the most severe punishment. Again, your occupation is very dangerous, and you are liable to be killed any moment. Would it not be a sad message to carry home to the bereaved mother, sister or wife, that the last words of their dear son, brother or husband, were curses? Possibly, you may plead it is a fixed habit. I just ask you do you go home and curse in the presence of your family and children? I hope not. Then if you are so careful and can guard yourself at home you can abroad, and as there is nothing to gain and all to lose, why practice it any longer?

Now, a word to the Brothers who read this: We, as an Order, claim that we elevate the firemen to a higher position in society, and to give a more respectable and intelligent class of men to our officers. How can we attain this standard easier, sooner, or show quicker returns than by abstaining at once

from this degrading, disgusting habit, and thereby setting the example, which will have its immediate influence. Brothers, I can see the "mote," etc., plainly, and I am only appealing to you to come forward and assist me in this good work; by our united influence we can dispel this wrong impression of railroad men, and at the same time benefitting ourselves.

Yours in B. S. & I.,
A. B. R., Louisville.

From Scranton.

Editors of B. of L. F. Magazine:

SCRANTON, PA., May 17, 1877.

As I have perused the MAGAZINE for the last five or six months, and with the greatest pleasure, and have not seen any letter from this place, I thought I would try and exert myself enough to write a few lines to let the Brothers of our grand Order know how we are getting along. No. 7 is growing steadily, and nearly every meeting we have something to do to advance our noble cause. We number about 110, and some five or ten applications in. We have a good and kind set of officers, and a good attendance, and are all men of good moral character. Besides we can boast of a good man in our G. S. & T. Brother Sayre is a good man, and should be appreciated by every member of the Brotherhood. But we will not forget our Past Grand Master, Old Josh, we will call him. Great credit is due him for the many good points that was commenced and carried thus for; especially our motto, Benevolence, Sobriety and Industry. We will take the first part of the motto, and in glancing over and looking into it, we will see that it is one grand point to be be-

nevolent. To our Brethren when they are in distress, either by accident or sickness, benevolence comes in and takes control and places our worthy ones above want. Then again we must be sober and steady in order to be benevolent; there the second part of the motto, Sobriety, comes in. What two grand words. And last of these there is Industry; we do not harbor none but the industrious. And when we want help from our members don't let it be said, "I cannot." Remember we do not know what minute it will be our lot to render in our accounts. And don't let it be said that our talents were hid, like the unprofitable servant's, who was afraid and hid his in the earth, but let it so shine as to be an honor to your own and sister Lodges. But I think I have wasted too much time and taken up too much space, so I will close.

More anon.

A MEMBER
of Scranton Lodge, No. 7.

Be Careful.

Editors of the B. of L. F. Magazine:

LOUISVILLE, KY., June 9, 1877.

Be careful of your Lodge, that it maintains its integrity of character as a body; that it holds itself upon a high moral plane; that it commands the respect of the surrounding community by its kind acts, and its just as well as generous dealing. Be careful of its members, in the choice of new ones, and in the deportment of old ones; that no offence be given even to the least of them, to the end that the rights of all may be respected, and the harmony of all secured; since harmony is necessary to happiness, and happiness to true prosperity. Be careful what you

say in the Lodge meeting and out of it, for hasty words are often like a two-edged sword, cutting both ways, they cut the hearer and the speaker, both of which may be healed, yet they leave a scar which long years may not erase. Be careful what you do; an evil example may mislead many and change the conduct of a whole Lodge; men learn by example more readily than by precept. Firemen ought ever to set a guard over their actions; their principles call for a correct living, and any variation, therefrom, leads the world to uncharitable remarks, which, like a minnie ball wound, is hard to heal. Be careful of your Lodge officers; if you have faithful ones, doing their duty conscientiously in the light of our principles, give them a cordial support, offend them in nothing; if they require admonition bestow it lovingly; if they need counsel give it cheerfully. Be careful of your private character, mould it round and beautiful, have few corners, few ragged ends, make it as smooth and polished as possible; fail not, however, to make strong inspiring confidence and regard, and preserve self-respect come what may.

Yours with respect,
JAMES H. SMITH.

Present and Past.

Editors of B. of L. F. Magazine:

Husband speak kindly to thy wife, for heavy to bear and hard to endure are the many trials that beset her path. To your hard and rugged nature they may seem small, but to that heart of finer mould, to that nature attuned to the keenest emotions, they are of gigantic size; at the hour of dispute let your thoughts wander back to the days of your

boyhood when the summer days of youth were slowly wasting away in the night-fall of age, and the shadow grows deeper and deeper as life nears its close. It is pleasant to look back through the hours of courtship, and at times upon the sorrows and felicities of earlier years; then what calm delights, what ineffable joys are centered in the word home. Friends are gathered around our fireside and many hearts rejoice with us; then also shall we feel that the rough places of our wayfaring have been worn and smoothed away in the twilight of life, while the sunny spots which we have passed through grow brighter and more beautiful to memory's eye. Happy are they whose intercourse with the world has not changed the tone of their holier feelings, nor broken those musical chords of the heart whose vibrations are so melodious, so tender and touching in the evening of age. As the current of time winds slowly along, washing away the sands of life like the stream that steals away the soil from the sapling on its banks, we look with a kind of melancholy joy at the decay of things around us; to see the tree under whose shade we sat in our earlier years, and upon whose bark we carved our names in the light-hearted gayety of boyhood. If these frail memorials of our existence would long survive us to see these withering away like ourselves with the infirmities of age, excites within us mournful but pleasant feelings for the past and prophetic ones for the future. The thoughts occasioned by these frail and perishing records of our younger years, when the friends who are now lingering like ourselves upon the brink of the grave, or have long been asleep in its great bosom,

were around us buoyant with the gayety of youthful spirits. With this I close,

Like the dark clouds when the storm is gone,
Tinged by the farewell rays of the setting sun.

Yours respectfully,
ECCENTRIC,
Tippecanoe Lodge, No. 36.

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From Little Rock.

LITTLE ROCK, ARK., June 15, 1877.

Editors of B. of L. F. Magazine:

As I have hardly ever seen anything in our most valuable MAGAZINE from here, I will try and contribute a few lines, hoping that they may prove acceptable. Well, our Lodge is prospering fine. We took in seven new members at our last meeting, and they are coming in at every meeting. The MAGAZINE is read with great interest by all the Brothers. We was much pleased with the article under the caption of "Bella's Resolve," in the February number, and we would say that if it is not too late yet, and Miss Bella has not received the offer of some Brother's hand by this time, there are some good, honest boys out here that would be pleased to form her acquaintance.

Brother Brouck, of Deer Park, No. 1, was with us a few days ago. Business is very dull here now. All Brothers are welcome, but we advise them to look farther East for situations, as you can't find anything to do here at the present time.

J. S.

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From New York.

Editors of B. of L. F. Magazine:

As the time for the meeting of the Grand Lodge is fast approaching, I beg leave to trouble you with a few lines in regard thereto. The B. of

L. F. is now rapidly increasing in membership, and has already a sufficient number to guarantee us a good treasury. Now, what I want the Brothers to do is, to study up some good method whereby we can reduce our expenses and invest our treasury money so that it will bring us a good return, and lessen the taxation on subordinate Lodges. It is true we have had many matters to contend with in establishing our Order and building it up to what it is, but we have now gained such a foot-hold that if we do not prosper it is our own fault. Where is there an Order in the land that has, in so few years, accomplished what the Brotherhood has? None! And our prosperity is due, in part, to the honorable and just principles that we advocate. We are not organized for the purpose of warfare on any railroad company. Far from it. But we do require our members to fulfill their duties to the companies who employ them, and that, too, in a sober manner. To this course of action all good Superintendents and Master Mechanics will say amen! But we want a little more than simply the "amen!" We want officers to encourage us by a few kind words now and then, which has a marked effect.

Another very important addition the B. of L. F. has gained, is our MAGAZINE. Many of the Brothers at the last Convention feared that we were not strong enough in membership to support an organ, but Mr. Bennett, who attended the Convention, persisted that it was, and with a will set about to establish it. The prospects of its future are, I learn, good. All our boys here can hardly wait till it comes each month, and are continually asking every

one to subscribe. Some Brothers may ask what we have gained by the establishment of the MAGAZINE. In reply, I will say, that we have become generally known as an Order all over the world; better known to each other; for in reading our little book we become acquainted with Brothers everywhere. We find out what each Lodge is doing, how work is on the different roads, the wages paid, etc., besides the "Black List," which keeps us posted as to those who are not deserving of recognition. It has done a good work, and next year I hope that each Brother will appoint himself a committee of one to further its prosperity, for it is certainly worthy of it.

Business in this part of the country is not very good at present. Many roads are reducing, which leaves us in a very bad shape; but we all hope for better times, and feel confident that they cannot be much worse. Hoping to hear the views of some other members on this subject,

I am, fraternally yours,

IRISHMAN, No. 50.

[For the B. of L. F. Magazine.]

ACROSTIC.

[To a man that never flinched this is respectfully dedicated.]

When our Order took its first start,
Many doubts must have been entertained;
Now success is ours, let us praise,
Such of those as stood such a strain;
And let each of us work the more,
Yes, let us work both night and day,
Resolving to reach the top round,
Educating ourselves in this way,
Graduating at last with high honors,
Standing up nobly for right,
And tramping down wrong everywhere;
This is what we must all keep in sight.
Be not too watchful for self alone,
Of this I need not explain.
Let your motto be to help one and all;
Fraternally yours, I remain,

GRAND TRUNK.

[For the B. of L. F. Magazine.]

THE BOYS OF THE P. F. W. & C. R. R. —WESTERN DIVISION.

Mr. Editor—Please give me your attention,
For a story I am going to tell,
Of the boys on the P. F. W. & C. Railroad,
And their engines too, as well.

Of the boys that run the Boon engines,
On divisions Nos. 3 and 4,
From Crestline to Chicago,
Along the famous Lake Shore.

Then Hurrah for the famous Boon engines,
They are the best you ever seen;
Hurrah for the "124,"
And Higgins with his Shamrock green!

There is Tony, too, and his iron pet,
Looking handsome and gay,
And A. L. Williams, his fire-boy,
Is scouring himself away.

Here is Johnny Flemming and the "220,"
With the long Yankee at his side,
For Delphos is the place,
Where in the canal they did slide.

The throttle of the "219,"
Our German friend, Jake, doth handle,
Who, together once upon a time,
On the summit took a ramble.

A broth of a boy from Erin's Isle,
From the banks of sweet Killarney's lake,
Is Mike Sullivan by name—the engine "112,"
"Shure" the yearly premium did take.

A member of the Returning Board,
From the great Louisiana State,
A broth of a boy, Mart Burke by name,
And he runs the "198."

We have a great man for stories,
Still greater for his fun,
Is our genial friend Sanford,
Who manipulates the "201."

If in business you would prosper,
And with wealth contentment bring,
For advice ask Major Graham,
He who runs the iron king.

If you would a sportsman be,
And often on a hunt would go,
For companions take Waugh and Kellogg,
For hunting dears they are not slow,

Bill Bailey drives the "126,"
Ellison is his stoker,
Together they are as pretty a pair,
As ever beat a broker,

Oh, my! here I've got another,
'Tis a youth both bold and free,
His handle 'tis Benny Cooper,
Who propels the "133."

As everything must have an ending,
So with this I must close,
For it is now almost as long

As friend Frank Humphers's nose.
X-TRA, No. 18.
FORT WAYNE, IND., April 29, 1877.

LOCOMOTIVE FIREMEN'S
Monthly Magazine.

DAYTON, OHIO, JULY, 1877.

CONTRIBUTIONS. — *Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.*

ALL matters for the MAGAZINE must be forwarded to Wm. N. Sayre, Indianapolis, Ind., unless it be subscriptions or moneys, in which case such will be forwarded to I. J. Bennett, Dayton, Ohio.

W. R. WORTH, G. M.

The Banner.

To encourage subordinate lodges to take an active interest in the success and prosperity of the MAGAZINE, we promised to present the Lodge furnishing the greatest number of paid subscribers in proportion to their membership, with a beautiful silk banner. And, as the time is fast approaching when the Grand Lodge will convene, we must call the attention of a few of the Lodges with large memberships who have done but very little towards the establishment of a journal in the interest of the Order, that if they expect to have their Delegate to the Grand Lodge bring home the banner, they must be a stirring. Some of the smaller Lodges have not only got every member to subscribe, but have quite a large list of subscribers outside of their Lodge. That is the way each Lodge should work if they expect to have a journal. If every

Brotherhood man would, besides subscribing himself, get even one additional subscriber, we could make the MAGAZINE a great benefit to the Order financially. Its pages contain thirty-two pages of interesting reading, and the subscription price is so low that every fireman can afford to take it.

The banner, which is now being made, is of blue silk, trimmed with fringe. The inscription on one side is the word "Brotherhood," and on the other, "No. —, B. of L. F.," with the Agent's name in small letters in the lower corner. The lettering is of gold, and will make an excellent appearance on parade, as well as an ornament for the Lodge room.

O. S. SINCEBAUGH is requested to write to his Lodge inside of thirty days.

WE are sorry to learn of the sickness of Brother Jos. Beach, of No. 29; Brother Geo. Coffey, of No. 2; Brother Lanigar, of No. 47, and Brother Raymond, of No. 69.

BROTHER THOS. HALVEY, of Hercules Lodge, No. 63, was killed by his engine jumping the track and turning over on him. No. 63 mourns the loss of a worthy Brother.

BROTHER S. M. WORLEY, of No. 26, had a narrow escape from death. His engine turned over, killing his engineer, M. Leet. Brother Worley improves slowly.

BROTHER J. VAN DEMARK, of No. 62, writes us of his Lodge and the future in the most flattering terms. Uphold such manly principles, Brother John, and we will always prosper. Let us hear from you often.

General Notes.

No. 54 is done rooting out.

No. 61 looks well to traveling cards.

The ball given by No. 46 was a success.

No. 58 has two worthies known as Ed and Barton.

No. 11 gives a strawberry and ice-cream festival soon.

No. 71 has a new hall on Broadway. Albany, N. Y.

No. 67 has an original poet, who signs himself "D. B."

No. 39 is a keen one after the B. of L. F. Boys in Minnesota.

Nos. 55 and 70 are in the same boat, but will come out O. K.

Brothers W. T. Goundie and C. E. Austin, of No. 75, write us of progress.

No. 56, like No. 69, has a poet, to whom we are much indebted for articles.

The two Roberts, of No. 60, and Brother Boyd are with Brother Hope, of No. 72.

Clark, of No. 28, says Denver looms up, with Ames as Master and a good set of officers.

Frank Clark, of No. 29, isn't easily discouraged. Neither is Jo Beach, the maker up of acrostics.

More than keeping Philadelphia alive; the next in order is a Bible presentation to No. 75 by the ladies.

Richards, of No. 64, is at his post, as are all the Brothers of No. 64, when the rain doesn't wash the road away.

No. 23 gives a grand picnic July 18th, in the Gardens at Louisville, Ky. Look out for a big time.

THE BANNER.—Don't forget the banner.

ALL Lodges competing for the banner will please forward us the number of members in their Lodge by the 1st of August.

THOSE Lodges indebted to the MAGAZINE for subscription, will please forward the same at once, as we want to get our books in shape for inspection at the Convention.

BROTHER GEO. C. WHITECAR, of No. 7, writes that he never in his travels met so contemptible a specimen of the human family as a man calling himself Mulhearn from Munch Chunk, who not satisfied with trying to intrude upon the presence of gentlemen, now seeks to make himself popular with a few of his unruly kind.

BROTHER JOHN W. TAMPLIN, of No. 9, visited us this month, and we were pleased to entertain him. He reports his Lodge doing well.

BROTHER DAVIS, of No. 3, and L. D. Miller, of No. 1, write us quite regular of their progress. Would be pleased to hear from Brother Andy Morehouse.

BROTHER J. H. BREWER, of No. 36, is running engine No. 72 in the T. W. & W. yard at Lafayette, Ind. Don't let her slip, Johnny.

ON May 25th, Brother Sayre shipped to each subordinate Lodge blank reports, black lists and circular from W. R. Worth, and June 17th the Q. P. W. Any Lodge failing to receive the same will report to the Grand Secretary and Treasurer immediately, as the contents are important to all.

W. R. WORTH, G. M.

Important to All.

As the time for our Fourth Annual Convention draws nigh we should at each meeting give our earnest attention to such points of interest as will best further our Order, financially and otherwise. We would call your attention to the fact that our Insurance Association could be made more solid and a great many more take policies by each Lodge requiring its members to furnish \$1 each as an advance assessment in case of death, and not charge any admission fee whatever. As soon as the amount is furnished a certificate of membership is given the member. This would apply to old members of the Order. Now, for every new member at \$1 admission fee into a subordinate Lodge, \$1 if deducted would make him a member of the Insurance Company also. We have carefully examined records of insurance companies and find that this is the best method. We would suggest that you pay but \$1,000 premium, so that by each member becoming a policy holder, at the death of a Brother our assessment would be very light, and but one-third of what it is at present. We would be pleased to have any Brother offer suggestions on this important point.

R. EBBAGE, Chairman,
Finance Committee Ins. Co.

BROTHER CHAS. McELROY, of Topeka, says the boys out there are determined to have the banner. Although Topeka Lodge has a very small membership, it has worked faithfully for the establishment of the MAGAZINE, not only by giving support in the way of subscription, but by good contributions from time to time.

Matrimonial.

We take the following from the *Carondelet Review*:

"Brother John Mummert, of Anchor Lodge, No. 54, and Miss Amanda C. Robinson, of Carondelet, Mo., were united in the holy bonds of matrimony on the 25th of May, 1877, by the Rev. H. S. Little. Brother Mummert has been a fireman on this road for three years, but left a year ago, and is now firing on the St. L. K. C. & N. Railroad. The best wishes of a host of friends and Brothers be with them, and we can safely say that they are deserving of success and happiness in life."

Brother Mummert we wish you a long and happy life.

No. 45 is flourishing; five new members have been added recently.

B. E. GOVE, of No. 38, has some good ideas; yet, Brother, we do not all take hold as you do, but we want you to be successful.

BROTHER C. H. HOTCHKISS, Master of No. 40, thinks Great Western Lodge No. 4, will find Levi Bigelow on the Port Huron Railroad of Michigan. Thanks, Brother Hotchkiss.

WE are sorry to record the fact of Brother J. W. Richardson, of No. 23, having been awakened by the cry of thief, to find his clothes all gone and those of his companion, Engineer Mahoney, of the Louisville Short Line. The boys had been paid off the day previous, but as Brother Will says they only got \$15 from him, as he he had his roll safely tucked away. Harry Fenn, fireman, lost his watch. No clue to the thief as yet. Sorry, Will, as it don't help a thirty-day tour worth a cent.

WE would like to hear from Lodges Nos. 30, 31, 32 and 33.

THE Convention of engineers and firemen, which was announced recently to take place June 12th, at Trenton, New Jersey, was held at the time and place agreed. The occasion of the meeting was to consider the bill passed against them by the last Legislature, and to devise and carry out measures to secure its repeal. The following are the resolutions:

"WHEREAS, The Legislature of New Jersey, at its last session, passed a bill introduced by Senator W. J. Sewell, of Camden, which is a violation of the Constitution of the State, and an outrage upon the individual rights of the citizens; and

"WHEREAS, The said bill in Section 4 enacts 'that if any person in aid or furtherance of the objects of any strike, shall by offer of recompense induce any employe of any railroad company within this State to leave the service of such company, every such person so offending shall be guilty of a misdemeanor, and upon conviction thereof, shall be fined not less than five hundred nor more than one thousand dollars, and may be imprisoned not less than six months nor more than one year, at the discretion of the court; and

"WHEREAS, Although this act is ostensibly aimed at the railroad employes of New Jersey, yet the principles is really applicable to all men who seek by organization to protect the price for which they will sell their labor, and should, therefore, meet the united resistance of all whose skill and labor are their capital and the support of their families, whether engineers, firemen, brakemen, conductors, trackmen, mechanics, farmers, business men, or members of trade unions and labor organizations; therefore

"Resolved, That the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen, respectfully and earnestly invite the co-operation and united support of all the legal voters of New Jersey, irrespective of party, who are interested in the protection of

labor and industry in their just rights as citizens and fair wages as workers, for the defeat of the members of the Senate and Assembly, who voted for Sewell's Senate bill, 132, and for the immediate repeal of the act at the coming session of the Legislature.

"Resolved, That we the undersigned voters of New Jersey pledge ourselves not to vote for any candidate, of any party, for Governor, Senate or Assembly, who is not unequivocally committed to the repeal of Senate bill 132, passed by the last Legislature, and that we will use all legal means within our reach to defeat any and every man who may be nominated whose vote was not cast against the infamous measure, at the last session."

The New Jersey railroaders are determined to defeat every man who is opposed to them. A committee was appointed to have circulars printed and distributed to the voters of the State, calling upon them to support them against men who have voted away the rights of the people. A resolution was passed declaring that it was the duty of all men to withdraw their support from newspapers which refuse to respect the action and proceedings of labor organizations.

BROTHER WHITTECAR draws the line very mild on Mulhearen, whose article is a base falsehood from beginning to end, with but one exception, I did make the remark to Mr. Hunt, and gave my reasons for so doing, and have no reason to recall it. Similar acts have been recognized and fully appreciated by a higher Order than ours, wherein success has been attained. A dying man clings to a straw, but you are fast drowning friend M.

W. N. SAYRE.

Thanks.

KANSAS CITY, May 13, 1877.

Kansas City Lodge, No. 74, B. of L. F., extend thanks to Kansas City Lodge, No. 81, B. of L. E., for the use of their room in which we organized and since continued to use. Also, for the generous extension of the favor. Thanks are also due to James A. Maley, Esq., of B. of L. E. No. 81, for the generous donation of books, etc.

JOHN CLINTON,
WM. DAVIS,
ELIJAH FREEMAN,
Committee.

NASHVILLE, TENN., June 24, 1877.

Allow me, through the columns of the MAGAZINE, to return my heartfelt thanks to the B. of L. F. for courtesies extended me in my late travels through the different parts of the country, particular to the officers and members of No. 23, of Louisville.

J. E. WARNER, of No. 26.

BROTHER SANFORD, of Providence Lodge, is, as usual, looking to the welfare of his Lodge, and reports things lovely out his way.

AN IRISHMAN'S LETTER.

A letter passed through the General Post-office April 4th, with the following inscription:

O, Mr. Postmaster you see the green plaster
That's stuck on the edge of me letter,
For the love of old Erin, whose colors its
wearin',
Let it slide, and the quicker the better.

To a neat little spinster, would I were fornist
her,

Who lives on the Isle of Manhattan,
In that elegant "Rue," called Seventh avenue,
At Triginto Nono (that's Latin).

But in my hurry and blunderin' flurry,
At my expensedont be merry;
It's a murderin' shame, I omitted the name,
As Madamoiselle Mary E. Cherry.

—NEW YORK WORLD.

[For the B. of L. F. Magazine.]

THE OLD DENVER ROAD.

I will write you about the old Denver road,
And I tell you it is the boss of the West;
Although it is crooked and lies o'er the hills,
The boys that run on it are of the best.

At the head of them all there is L. D. T.,
'Tis well known that he is just in his ways,
And when spoken of by the boys on the road,
It is always in words of praise.

There's our worthy Master Mechanic, so genial
and kind,
That the boys must admit to be true,
For better men to work for is hard to find,
Than E. S. and his assistant—that is
Lou.

There is Captain Joe Hanson and his worthy
assistant,
Who is called by the ladies "Pretty Pete;"
Captain Joe has many friends as his rivals
have discovered,
When for a prize they did recently compete.

Next on the list comes our worthy engineers—
For men that pull the throttle must be
strong;
When troubles arise and give place to cloudy
fears,
May they be guided clear of all wrong.

At the head of them all is Major Larry Welch,
With a heart that was never known to fail;
He is always ready to assist a man when down,
And has time to listen to a poor man's tale.

Next on the list comes jolly Mark Stine,
Who is always good-natured and free;
His crew's always happy for Henry makes the
time,
As easy as a ship glides over the sea.

Of Uncle John Richards we must say a word,
For a veteran that's served so long and true,
Is deserving of more praise than the writer
can give,
For his duty he has never failed to do.

There's George Packard we must not forget,
Who runs the noble old engine "13;"
He is as much at home when riding on his pet
As a king in a parlor with his queen.

And there's Uncle Joe Packard who runs the
"112,"
With a nerve that is steady and an eye that
is keen;
Uncle Joe is always happy when on the road,
If his stoker keeps up plenty of steam.

Frank Watson is the boy who whirls them
over the road,
And was never known to run into a ditch;
The boys say he is a stranger to fear,
'Though the night may be dark as pitch.

There's Tom McNish who runs the "8,"
And he is one of the best boys on the line,
For him the conductors never have to wait,
For Tommy always makes his time,

And also Daniel Finn, who runs the "11,"
As good a natured soul as ever lived;
He was born to rule, but merely has his Wright,
And his game, let me see, is 8 to 7.

Pretty Bud Senter, who runs the "9,"
You will find always ready to joke;
He's sweet among the girls, and I've heard it
said
He keeps a record of the hearts he's broke.

There is Charles Morehead, who runs the "7,"
The neatest built boat of them all,
When Charles drops her down the "7" picks
them up,
And on a hill was never known to stall.

There's Charles Stine, who it never will do,
To slight among the mention with the rest,
He puts on style now since he runs the "3,"
But 'though a young runner he is among
the best,

There is Tom Gordon, who manages the "1,"
He does it to perfection you must know;
Whenever a wreck or trouble is on the line,
To the scene of action he quickly does go.

Uncle John Punshon is father of them all,
When their boilers begin to get dry,
They stop at his tanks and seldom fail,
To find water in a plentiful supply.

Now I will close my simple rhyme,
And bid you all good-by,
I hope I have offended none,
For to please I always try.

—ST. JOE LODGE, No. 43.

Withdrawals.

From No. 11 to join No. 58.—Edward Sturges, John Davis, O. Dalrymple.

From No. 11 to join No. 35.—Horace Allen.

From No. 11 to join No. 7.—George Lake.

From No. 60 to join No. 75.—Chas. W. Barber.

From No. 22 to join No. 44.—C. F. Tooper.

BLACK LIST.

EXPULLED.

No. 12.—E. D. Marr, unbecoming conduct.

Florence McCarthy, defrauding Lodge, drunkenness and general bad conduct.

ITEMS.

The Pennsylvania Railroad Company owns 6,000 miles of road, employs 1,600 engineers and 1,800 firemen, nearly all of whom belong to the Brotherhood.

At the time of going to press we learn that the C. C. C. & I., L. S. & M. S., and the Erie roads have made a reduction of 10 per cent. on all employees getting over one dollar per day.

The Grand Trunk Railway cashier's office has been robbed of \$50,000 in bank bills. The money had been taken out of the bank to pay employees and was deposited in the office from which it was abstracted. The thief is supposed to be an employee, but nothing is definitely known, and no arrests have as yet been made.

Even tramps are useful occasionally. Not long since the trestle work on the Iron Mountain, Chester & Eastern Railroad over Cox's Creek, near Steelesville, gave way, and only for the discovery of the break by a tramp that was passing along the ties, a dreadful accident might have occurred. The damage was soon repaired and trains are now running regularly.

The employees of the Pennsylvania railway shops at Altoona, Pa., have received an order which reduces the working time to eight hours per day. In addition to this a number of hands have been suspended, including some thirty-five engineers and firemen. A few of the engineers have been furnished with positions as firemen, and it is the understanding that as soon as the business of the corporation warrants it they will be reinstated to their former runs.

Grand Lodge Officers.

W. R. WORTH.....	Grand Master,
Brookfield, Mo.	
JOHN BRODERICK.....	Vice Grand Master,
Hornellsville, N. Y.	
WM. N. SAYRE.....	Grand Sec'y and Treas'r,
Indianapolis, Ind.	
J. W. RICHARDSON.....	Grand Warden,
Louisville, Ky.	
C. W. BULLIS.....	Grand Conductor,
Grand Rapids, Mich.	
J. W. SINCLAIR.....	Grand Inner Guard,
Phillipsburg, N. J.	
L. M. HOLLOWAY.....	Grand Outer Guard,
Pittsburg, Penn.	
JAMES HUNT.....	Grand Marshal,
East St. Louis, Ill.	
MARION BARNHILL.....	Grand Chaplain,
Indianapolis, Ind.	

Grievance Committee.

W. R. WORTH.....	Chairman
J. BRODERICK.....	Assistant Chairman
WM. N. SAYRE.....	Secretary
M. B. FARKINGTON.....	North Platte, Neb
F. B. ALLEY.....	Louisville, Ky
W. C. BYERS.....	Cedar Rapids, Iowa
JAS. GORMAN.....	Oswego, New York
GEO. W. HEIDENTHAL.....	Port Jervis, New York
J. C. BARNARD.....	Urbana Illinois

Officers of Insurance.

G. W. HEIDENTHAL, Pres't.....	Port Jervis, N. Y.
J. C. BARNARD, Vice-Pres't.....	Urbana, Ill.
W. N. SAYRE, Sec. & Treas.....	Indianapolis, Ind.

Finance Committee.

R. EBBAGE, Chairman.....	Terre Haute, Ind.
CHARLES BOND.....	Indianapolis, Ind.
W. LARUE.....	Indianapolis, Ind.
C. T. RITCHIE.....	Urbana, Illinois
WM. HUGO.....	Indianapolis, Ind.

Executive Committee.

O. W. CUTLER, Chairman.....	Providence, R. I.
M. FRITZ.....	
J. A. SHUFELT.....	Buffalo, N. Y.
D. E. ELLIOTT.....	New York City
H. H. CLAPP.....	Galesburg, Illinois
W. C. BYERS.....	Cedar Rapids, Iowa
R. V. DODGE.....	Chicago, Illinois
J. S. BEACH.....	Detroit, Michigan
J. BRAGO.....	
M. W. CAMPBELL.....	Little Rock, Arkansas
G. C. WHITTECAR.....	Scranton, Penn.

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Monday evening at 7:30.	
J. B. Fisher.....	Master
E. G. Medrick.....	Rec. Sec'y
M. Gould (Box 732).....	Insurance Agent
L. D. Miller.....	Magazine Agent

2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. F. Hall, on Main street.	
H. D. Foster.....	Master
J. E. Donevan.....	Rec. Sec'y
H. W. Plummer.....	Insurance Agent
H. W. Plummer.....	Magazine Agent
3. JERSEY CITY, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove street, every Thursday at 8 p.m.	
E. W. Davis (190 11th street).....	Master
J. Gerrish, 185 Tenth st.....	Rec. Sec'y
Chas. Vallaur.....	Insurance Agent
(Morris & Essex Eng. House, Hoboken, N. J.)	
4. GREAT WESTERN, at Meadville, Pa. Meets 2d and 4th Sundays at 7:30, at M. and B. Hall, Water street.	
K. D. Cobb.....	Master
J. F. Huffman.....	Rec. Sec'y
L. Williamson.....	Insurance Agent
Samuel Quackenbush.....	Magazine Agent
5. UNION, at Galion, Ohio. Meets every Wednesday evening.	
A. Jenkinson.....	Master
C. Bennett.....	Rec. Sec'y
V. Schull.....	Insurance Agent
Chas. Bennett.....	Magazine Agent
6. DAYTON, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow streets, first Sunday of each month.	
Frank States (19 Zeigler street).....	Master
J. C. McCutcheon.....	Rec. Sec'y
Chris. Sweetman.....	Insurance Agent
Chris. Sweetman.....	Magazine Agent
7. SCRANTON, at Scranton, Pa. Meets in Red Men's Hall, every 2d and 4th Sunday of each month.	
M. Moran.....	Master
S. D. Schooley.....	Rec. Sec'y
G. C. Whittecar.....	Insurance Agent
S. D. Schooley (Box 37).....	Magazine Agent
8. JACKSON, at Vincennes, Indiana.	
F. N. Schooley.....	Master
W. P. Huffman.....	Rec. Sec'y
9. FRANKLIN, at Columbus, Ohio. Meets in B. of L. E. Hall, 1st and 3d Tuesday nights of each month.	
J. W. Tamplin.....	Master
J. Q. Glenn, 78 Spruce st.....	Rec. Sec'y
J. Q. Glenn, 78 Spruce st.....	Magazine Agent
10. CLEVELAND, at Cleveland, Ohio.	
D. T. Henderson.....	Master
A. C. Burke.....	Rec. Sec'y
D. T. Henderson.....	Insurance Agent
(C. C. & I. Engine House.)	
11. EXCELSIOR, at Phillipsburg, N. J. Meets in May Council, O. U. A. M. hall, 2d and 4th Sundays, at 2 p. m.	
O. Kidney.....	Master
G. Williams.....	Rec. Sec'y
W. Kechline (Box 136).....	Insurance Agent
J. S. Gorgas.....	Magazine Agent
12. BUFFALO, at Buffalo, N. Y. Meets every evening; hall, 253 Michigan st.	
J. W. Aylesworth.....	Master
A. L. Jacobs (101 Spring st.).....	Rec. Sec'y
J. H. Crossman.....	Insurance Agent
(498 Swain street.)	
I. H. Crossman.....	Magazine Agent
13. MISSISSIPPI VALLEY, at East St. Louis, Ills. Meets every Sunday at 2 p. m. in Jackiesch's hall.	
Geo. McGarrahan.....	Master
J. L. Benedict.....	Rec. Sec'y
Jas. H. Hunt.....	Insurance Agent
Jas. H. Hunt.....	Magazine Agent

14. **EUREKA**, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington street.
W. La Rue.....Master
M. Barnhill (Bee Line Shops).....Rec. Sec'y
Wm. Hugo.....Insurance Agent
C. Duckwiler.....Magazine Agent
15. **PACIFIC**, at St. Louis, Mo.
I. Rogers.....Master
Jas. Clough (3012 Sarah st.).....Rec. Sec'y
J. D. Rogers.....Insurance Agent
(Box 60, Chamois, Mo.)
J. F. Clough.....Magazine Agent
16. **VIGO**, at Terre Haute, Ind. Meets every Wednesday evening, at cor. Seventh and Main streets.
Robert Ebbage.....Master
E. V. Debbs (Box 104).....Rec. Sec'y
Wm. Davis (Box 622).....Insurance Agent
C. A. Bennett (Box 1074).....Magazine Agent
17. **LEACH**, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
M. Morgan.....Magazine Agent
18. **FRIENDSHIP**, at Fort Wayne, Ind.
B. F. Cooper.....Master
(P., Ft. Wayne & C. Eng. House.)
F. Snyder, 138 Force st.....Rec. Sec'y
J. R. Anderson.....Insurance Agent
(P., Ft. Wayne & C. Eng. House.)
Ferd. Snyder.....Magazine Agent
19. **HOPE**, at Alliance, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
Wm. Nazor.....Magazine Agent
20. **WESTERN STAR**, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
O. D. Pratt (Box 588).....Insurance Agent
21. **INDUSTRIAL**, at South St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Insurance Agent
22. **CENTRAL**, at Urbana, Ill.
M. W. Dwyer.....Master
Wm. Trenary.....Rec. Sec'y
M. W. Dwyer.....Magazine Agent
C. T. Ritchey.....Insurance Agent
23. **LOUISVILLE**, at Louisville, Ky. Meets every Sunday.
Frank B. Alley (286 Wengel st.).....Master
J. W. Richardson.....Rec. Sec'y
J. W. Richardson.....Insurance Agent
(379 E. Jefferson.)
J. W. Richardson.....Magazine Agent
24. **H. G. RUST**, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
Wm. E. Brewer.....Insurance Agent
(Lock Box 550.)
Miles Grosvenor.....Magazine Agent
25. **PROVIDENCE**, at Providence, R. I. Meets every Monday night at Engineers' Hall.
A. C. Green (Box 1052).....Master
H. C. HOWARD (81 Smith st.).....Rec. Sec'y
A. P. Green (Box 1052).....Insurance Agent
E. H. Sanford (Box 1052).....Magazine Agent
26. **J. W. THOMAS**, at Nashville, Tennessee. Meets 1st and 3d Sundays in each month at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey.....Rec. Sec'y
(cor. W. Gay and Hines sts.)
Will Achey.....Magazine Agent
27. **HAWKEYE**, at Cedar Rapids, Iowa.
F. A. Davis.....Master
A. S. Funk.....Rec. Sec'y
Ed. L. Day.....Insurance Agent
W. S. Davis.....Magazine Agent
28. **ELKHORN**, at North Platte, Neb.
H. J. Clark.....Master
J. E. Phillips.....Rec. Sec'y
H. J. Clark.....Magazine Agent
29. **CHAMPION**, at Detroit, Mich.
J. A. Robertson.....Master
(315 Congress street, West Detroit.)
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Port Gratoit, Mich.
Frank Clark (257 17th st.).....Magazine Agent
30. **HARMONY**, at Susquehanna, Dep.
James Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent
31. **FORT CLARK**, at Peora, Ill.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. **AMERICUS**, at Grand Rapids, Mich.
Charles Jewell, 82 Center st.....Master
George H. Scott.....Rec. Sec'y
33. **CECIL FLEMING**, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
J. Jones.....Magazine Agent
34. **ORCHARD CITY**, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
L. H. Ingersoll.....Magazine Agent
35. **WASHINGTON**, at Lafayette, N. J.
J. C. Cline (142 Marshal st.).....Master
A. C. Schenck (120 Broadway).....Rec. Sec'y
F. Wynkoop.....Magazine Agent
(Somerville, N. J.)
36. **TIPPECANOE**, at Lafayette, Ind. Meets every Sunday at 2 p. m., at B. of L. F. Hall, corner Sixth and Main sts., Curtis' Block.
C. E. Quaco (216 Main street).....Master
J. H. Brewer.....Rec. Sec'y
H. C. Ward.....Insurance Agent
C. E. Quaco, 26 Main st.....Magazine Agent
37. **MOUNTAIN CITY**, at Altoona, Pa.
D. S. Long.....Master
J. Miles Stonbreaker, Box 343.....Rec. Sec'y
F. J. Stone.....Insurance Agent
J. H. McMurray, Box 343.....Magazine Agent
38. **KEY STONE**, at Pittsburg, Pa. Meets every Monday evening at Odd Fellows' Hall, Beaver avenue.
D. Larned (1038 Penn. Ave.).....Master
Burt E. Gove.....Rec. Sec'y
(134 Juniata st., Allegheny)
Burt E. Gove.....Magazine Agent
39. **NORTH STAR**, at Austin, Minn.
H. M. Baker.....Master
J. J. Burns.....Rec. Sec'y
Wm. Chambers.....Magazine Agent
40. **BLOOMING**, at Bloomington, Ill.
Charles C. Hotchkiss, 1206 N. Lee st.....Master
James Martin.....Rec. Sec'y
T. O'Neil.....Insurance Agent
T. O'Neil.....Magazine Agent
(902 W. Chestnut street.)
41. **FOX RIVER**, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
G. L. Cummings.....Magazine Agent

42. MISSOURI VALLEY, at Sedalia, Mo. Meets every 3d Sunday and every 4th Wednesday.
R. C. Yopst.....Master
C. Schernowkie.....Rec. Sec'y
R. S. Sullivan.....Insurance Agent
L. D. Palmer.....Magazine Agent
43. ST. JOSEPH, at St. Joseph, Mo.
L. Mooney.....Master
D. C. Pierce.....Rec. Sec'y
James Harwood.....Insurance Agent
44. RELIABLE, at Brookfield, Mo.
R. Cheney.....Master
W. R. Worth.....Rec. Sec'y
W. R. Worth (Box 13).....Insurance Agent
W. R. Worth (Box 13).....Magazine Agent
45. ROSE CITY, at Little Rock, Ark. Meets in Engineers' Hall, cor. Main and Second streets, every Sunday at 2:50 p. m.
M. W. Campbell (Lock Box 648).....Master
James Waldrip.....Rec. Sec'y
Joseph Schellhorn.....Insurance Agent
46. CAPITAL, at Springfield, Ill. Meets every Wednesday night at Engineers' Hall.
L. A. Wisman, South 11th st.....Master
H. C. Bingham, 1308 Jackson st.....Rec. Sec'y
L. Wisman.....Insurance Agent
(1201 West Chestnut street.)
Joseph Henry.....Magazine Agent
47. TRIUMPHANT, at Chicago, Ill. Meets 2d and 4th Sundays in each month, at 7 p. m., in Railroad Chapel.
R. V. Dodge (No. 12, 16th st.).....Master
P. G. Eich (65 E. Polk st.).....Rec. Sec'y
P. Furlong.....Insurance Agent
W. H. Gould & P. Furlong.....Magazine Ag'ts
48. AMICITI, at Harrisburg, Pa.
Wm. Stiner (4th and Reily sts.).....Master
L. C. Clemson.....Rec. Sec'y
937 Pennsylvania avenue
C. W. Grayon.....Magazine Agent
49. SPRINGFIELD, at Springfield, Mass.
H. C. Davis.....Master
C. O. Mansus.....Rec. Sec'y
G. J. Connor.....Insurance Agent
W. M. Ball.....Magazine Agent
50. NEW YORK CITY, at New York. Meets 1st and 3d Sunday mornings, and 2d and 4th Saturday Saturday nights in each month, at 869 Second avenue.
H. J. Hedden (616 Lexington ave.).....Master
H. E. Pepper.....Rec. Sec'y
L. J. Park (211 E. 46th st.).....Magazine Ag't
51. FRONTIER CITY, at Oswego, N. Y.
A. L. Baldwin, East Mitchell st.....Master
Burt Lewis.....Rec. Sec'y
M. Gorman.....Magazine Agent
52. GOOD WILL, at Logansport, Ind.
J. S. Cool.....Master
M. Wallace.....Rec. Sec'y
C. D. Cool.....Magazine Agent
53. FIDELITY, at Sunbury, Pa.
John Pittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y
54. ANCHOR, at Moberly, Mo. Meets 1st and 3d Sundays in each month at I. O. O. F. Hall.
M. Olmsted.....Master
J. Hyndman.....Rec. Sec'y
J. A. Chapman.....Insurance Agent
F. Wilcox.....Magazine Agent
55. BLUFF CITY, at Memphis, Tenn. Meets every Sunday at 2 p. m. at Engineers' Hall, Adams street.
Wm. Bender, 206 Old Raleigh st.....Master
O. B. Hanes.....Rec. Sec'y
56. TOPEKA, at Topeka, Kan. Meets at Odd Fellows' Hall 1st and 3d Sundays of each month.
George Scott.....Master
J. R. Geheen.....Rec. Sec'y
Charles McIlroy.....Magazine Agent
57. BOSTON, at Boston, Mass. Meets 1st and 3d Sundays of each month, at 10:30 a. m., and 2d Wednesday at 7:30 p. m., in Engineers' Hall, 47 Hanover street.
L. L. Parker, Jr.....Master
(70 Cambridge street, E. Cambridge, Mass.)
B. F. Dean (Box 64, E. Boston).....Rec. Sec'y
L. L. Parker, Jr.....Magazine Agent
58. STAR, at Hoboken, N. J. Meets every Sunday at 2 o'clock, and 4th Thursday of each month, at No. 27 Washington Terrace.
E. Sturges.....Master
B. P. Bullock (91½ Garden st.).....Rec. Sec'y
59. ASHLEY, at Ashley, Pa.
J. M. Peck.....Master
A. E. Detro.....Rec. Sec'y
Joseph Bennett.....Insurance Agent
Joseph Bennett.....Magazine Agent
60. UNITED, at Philadelphia, Pa.
W. R. Roberts (256 Diamond st.).....Master
J. L. Bodey (416 W. Norris st.).....Rec. Sec'y
Robert Deary.....Insurance Agent
(North Pennsylvania Eng. House.)
Robert Deary.....Magazine Agent
61. MINNEHAHA, at St. Paul, Minn. Meets every 2d and 4th Sundays at 3 p. m., cor. 7th and Jackson sts., Engineers' Hall.
R. Peel (183 Exchange street).....Master
W. Hubbs (St. P. & P. Shops).....Rec. Sec'y
R. Peel (183 Exchange st.).....Magazine Agent
62. VAN BERGEN, at Carbondale, Pa. Meets in Engineers' Hall every Tuesday night.
E. McCauley.....Master
J. Van Dermark.....Rec. Sec'y
O. E. Histed.....Insurance Agent
A. W. Hoyle.....Magazine Agent
63. HERCULES, at Danville, Ill. Meets every 3d Sunday and every 4th Wednesday.
W. A. Pickering.....Master
J. A. Bain, C. D. & V. shops.....Rec. Sec'y
L. Brownold.....Insurance Agent
J. A. Bain.....Magazine Agent
64. LOYAL, at Ellis, Kan. Meets in B. of L. E. Hall.
W. H. Hamilton.....Master
W. H. Cook.....Rec. Sec'y
W. H. Hamilton.....Magazine Agent
(Box 16, Brookville, Kan.)
65. ISLAND CITY, at Brockville, Ontario, (Canada). Meets 2d and 4th Sundays in B. of L. E. Hall.
A. E. Pennock.....Master
W. H. Stewart.....Rec. Sec'y
W. H. Stewart.....Insurance Agent
W. H. Stewart.....Magazine Agent
66. CHALLENGE, at Bellville, Ont., (Canada). Meets 2d and 4th Sundays, in B. of L. E. Hall.
Patrick Flannery.....Master
James Cummins.....Rec. Sec'y
F. Lorenger.....Insurance Agent
Wm. Smith.....Magazine Agent

67. DOMINION, at Toronto, Can. Meets every 1st and 3d Mondays at 7:30 p. m., in B. of L. E. Hall, Duun's Block, Queen street.
Charles Pope.....Master
(26 Little Richmond st.)
Wm. Prenter.....Rec. Sec'y
(43 Esther st.)
George Shields.....Magazine Agent
(16 Ester st.)
-
68. HUDSON, at Jersey City, N. J.
Z. T. Ross (313 6th street).....Master
W. J. Burton.....Rec. Sec'y
Box 243 New Brunswick, N. J.
Wm. H. Surrey.....Insurance Agent
R. Hare (245 Grand st.).....Magazine Agent
-
69. HURON, at Port Huron, Mich.
T. W. Lord.....Master
(Box 13, Ft. Gratoit, Mich.)
Charles Raymond.....Rec. Sec'y
(Box 13, Ft. Gratoit, Mich.)
C. Raymond.....Insurance Agent
(Box 13, Ft. Gratoit, Mich.)
J. D. Brentnell.....Magazine Agent
(Box 13, Ft. Gratoit, Mich.)
-
70. LONE STAR, at Marshall, Texas. Meets in I. O. O. F. Hall.
A. C. Caten.....Master
James McDonough.....Rec. Sec'y
T. H. Wagensler.....Insurance Agent
James McDonough.....Magazine Agent
-
71. CAPITAL CITY, at Albany, N. Y. Meets every third Sunday and every fourth Friday night at 8 o'clock at 540 Broadway
D. O. Shank, 85 Cherry street.....Master
L. O'Brien, 7 Union street.....Rec. Sec'y
S. Smith, 103 Grand st.....Magazine Agent
-
72. WELCOME, at Camden, N. J.
Wm. Cowels.....Master
L. Elberston (522 Bridge ave.).....Rec. Sec'y
H. Alcott.....Insurance Agent
A. Huston.....Magazine Agent
318 Bridge ave.
-
73. BAY STATE, at Worcester, Mass.
C. E. Bullard.....Master
T. E. Kelton, 42 Portland st.....Rec. Sec'y
T. E. Ketton.....Insurance Agent
42 Portland street
C. E. Bullard.....Magazine Agent
32 Plymouth street.
-
74. KANSAS CITY, at Kansas City, Mo.
B. B. McCrum.....Master
John Clinton.....Rec. Sec'y
cor. 14th and Hickory, West Kansas City.
Frank Rogers.....Insurance Agent
1206, cor. 9th and St. Fee sts.
B. B. McCrum.....Magazine Agent
905 Penn street.
-
75. ENTERPRISE, at West Philadelphia.
M. T. Goundie.....Master
C. E. Christian, 3922 Aspen st.....Rec. Sec'y
L. H. Rocky.....Magazine Agent
[3221 Spring Garden st.]
-
76. VALLEY CITY LODGE, at East Saginaw, Michigan. Meets Sunday evenings at B. of L. E. Hall.
F. C. Blanchett.....Master
J. Lennox, Box 860.....Rec. Sec'y
J. Lennox, Box 860.....Insurance Agent
W. Hannon, Box 1199.....Magazine Agent
-
77. ROCKY MOUNTAIN, at Denver, Col. Meets every Thursday night in B. of L. E. Hall.
L. C. Ames.....Master
W. F. Hynes.....Rec. Sec'y
-
- 78, 79, 80, 81, 82, 83, and 81. Organizing.

THE BROTHERHOOD MAGAZINE.

DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN

Vol. 1.

AUGUST, 1877.

No. 9.

PUT YOURSELF IN HER PLACE



HE long summer day had crept slowly and it was nearly five o'clock. The hours at the railway station were marked by some gigantic clock that told the laggard minutes by screaming whistle and clanging bell. The 4:30 accommodation had gone east and the western express, due there at 4:55, had thundered through the village, gone on over the great viaduct, and disappeared round the vast curve beyond.

So one counted the hours by the trains. Lydia by name, and a girl of the best New England type, quiet, and yet with an immense capacity for doing and daring, should love and the occasion demand. The local freight would come next and then—she would see him again. She laid aside her work, put some split-zephyr vanity upon her hair and went out towards the railroad. As she approached the station, she saw her brother, the station-master, opening the little freight house on the farther side of the track. By this she knew that the local freight would stop this

time. Her heart beat the faster and she quickened her step.

On reaching the passenger station where the village street crossed the railway, she looked up and down the line, and then crossed over and turned to the left and walked beside the track towards the freight house.

To understand all that took place on this occasion, and to fully appreciate her consummate skill in controlling the events so quickly to crowd upon her, we must study the construction of the road at this point. The main line for more than a mile to the right, or towards the east, was perfectly straight, and comparatively level. To the left or west, it crossed a deep valley by a lofty stone viaduct, and beyond the valley it curved towards the north and mounted the hill by a long grade. Just east of the passenger station a branch road entered the main line, and there was, as might be expected, a cross-over switch. Beyond the passenger station, on the west, was a short siding ending in a small freight house, and directly opposite was another siding with a freight shed and coal yard; at this point there was also another cross-over switch.

Lydia walked on past the freight house, and, crossing the side track, found a large flat rock beside the way, and there, under the shade of an ancient apple tree, she sat down to wait till her lover should come.

He comes! She heard the three

long whistles sounding far down the line, and a bright blush mounted to her face. The train would stop. That was the signal for the station master. Her brother came out of the freight house, spoke pleasantly to her, and then walked on toward the switch at the head of the siding.

Suddenly the main line track began to sing in sharp metallic murmurs. The train had entered that section of the road, and he was near. Then there came the sound of escaping steam. The engine was slowing down, and the steam, no longer employed, was bursting with a loud roar from the safety valve as if impatient of delay.

With a jar that shook the ground the immense freight engine rolled past her, and the engineer, leaning out of his window, nodded to her as he slid past. Then the cars, in long procession, came into sight, and moved past with slowly decreasing speed. Four brakemen busy at the brakes went past, and still he came not. At last, the rear car appeared, and a young man swung himself down from the iron ladder on the car, and sprang to the ground at her feet.

A sooty man, clad in blue canvass, now black with smoke and dust. Only a brakeman! No; a trifle better—a conductor of the freight train. A year ago he had been glad to take the place of a brakeman, and already he had been promoted. Love did it. He had met and loved Lydia in the days of his foolish idleness, and she insisted that he must do some manly work or she could not—yes, she could and did love him; but he must show himself worthy of her love. Already he had advanced, and she was well pleased with his progress, and they had become engaged.

A grimy, dusty man, in unloving garments; but in her eyes he was a man for better things. As he stood beside her, one could see in his clear eyes and sensible face that he had good stuff in him, and was worthy of her love.

It becomes us not to linger while they talk quietly together beside the track. The train moves slower and slower, till finally it stopped, with

the last car just beyond the switch. The iron horse was moving on, the station master signalled with his arms in a curious fashion, and each of the four brakemen repeated the motion in turn. White puffs of steam rose high in the air from the farther end of the train, and the last car moved down, turned aside, and entered the siding, the station master left the switch, and came hastily toward the lovers.

"Good day, Alfred. Light freight to-day, only one car—by the way, the brake chain is broken, and you had better drop the car at the repair shops. The freight can be thrown out without leaving the car."

So saying the station master went on into the freight house followed by the rattling and rumbling cars. They gradually lost their speed and came to a stop with the end of the train lost in the dark cavern of the freight house. There was a shout from the building, and then one of the brakemen began to move his hands as a signal to go on. Again the white puffs of steam shot up in the distance, and with a jar and a quiver the train started again.

Car after car rolled past them. There were hurried whispers, a warm hand-shake and perhaps a kiss, and then the young man grasped the ladder on the last car, climbed quickly to the top and sat down. She stood gazing after him as he was drawn away from her, and smiled and waved farewell to him with her handkerchief.

"Here, Lydia, you must help me."

It was her brother who stood by her with a bunch of keys in his hand.

"The passenger train follows this at once and I must go to the station. Will you please close the switch after them?"

She took the keys mechanically, and turned again to gaze after her lover, seated on the last car of the retreating train. It had passed out of the switch and was crossing the great viaduct and moving more and more swiftly away.

To close and lock the switch was neither difficult nor dangerous, and she quietly walked on toward the end of the siding until she came to

the switch-post. Here she leaned against the frame a little space, shading her eyes from the sun with her hand and watching the train. It had run around the valley and was turning into the great curve that crept upward in a long grade over the hill beyond.

It was now a mile away and she could no longer distinguish any one on the cars. She turned slowly away, seized the iron bar of the switch and easily threw it over into place, so as to leave the main line open for the next train.

She looked back down the line and saw that the passenger train had entered the line from the branch and was just pulling up at the station to discharge passengers. It may seem surprising that a passenger train should be allowed to follow a freight train so closely.

Bad engineering as this arrangement was, it is not as serious as it seemed, for this passenger train did not follow the freight except for three miles, when it reached the end of the trip and was turned off upon the siding.

She turned once more to look after the retreating freight train. It was in full view climbing the grade on the great curve.

Suddenly she put up both hands to shade her eyes, and leaned forward on the switch-frame. What had happened? Two tiny puffs of steam rose from the engine. It was the signal to stop.

Ah! the train has parted! Faint and far away came the short, sharp danger whistle. A single car had broken loose from the train, and had been left behind. It was standing alone on the track.

No! It was moving backward. It was beginning to roll down the grade. It was moving faster and faster. There was a man upon it—her lover.

Involuntarily she spread out her arms and let them fall to her side three or four times in succession—the signal to put on the brakes.

"How foolish! He cannot see me, and—." She leaned against the switch-frame, and shook with fear and agony.

The brake was broken.

Swift and swifter rolled the disabled car. It was coming down the track gaining speed at every rod.

She sprang to the middle of the track and tried to shout to the engineer of the train at the station. She made the motions to back out of danger. Her tongue clove to the roof of her mouth and her cry became an inarticulate groan.

Onward came the car. She could see her lover upon it frantically waving his arms from right to left. What did it mean? Her brain seemed to be on fire. She could do nothing but gaze on the advancing car with dumb horror.

Ah! The passengers! Could she not save them?

With a violent wrench she opened the switch again and stood holding the bar in both hands. Better so—better one life lost than a dozen. Her feet seemed bolted to the ground. She must stay and see him killed, and by her own hand.

Ah! Why had she not thought of it before?

The cross-over switch! Could she reach it in time she might save him. She snatched the key from the switch and ran with frantic speed up the line. She never knew how she opened that switch.

With moans and cries she threw herself across the line and began to run down the other side. Could she reach that switch before the car? Its roaring rang in her ears. Panting, and with almost bursting bosom, she reached the switch, opened it and stood clinging to it as the car came thundering over the viaduct.

She looked up at her lover upon the car. He had seen and understood the change in the switches. His car, helpless though it was, would cross over to the down track and roll harmlessly along the level line till its force was spent. He was saved, and by her ready wit and skill. The passengers in the train were also saved.

She had saved him. Love had been her inspiration.

Great heavens! what's that? The express! The down express was coming!

All was in vain. He was lost. The very plan she had devised to save

him would be his destruction. Better far to have thrown him off the siding as she had intended. Now he would meet a more dreadful death, and the destruction would include scores of lives instead of a dozen.

All this flashed through her mind like lightning. She felt her knees give way beneath her, and she clung to the switch in despair. She shut her eyes to hide the coming disaster.

Hark! The whistle on the express. They had seen the imminent collision, and were doing their best to avert it.

She, too, must do something. With a bound she sprang to the next switch, tore it open, and stood panting and moaning beside it, with the bar in her hand. She must save the train, even if she buried her lover under the splintered wreck of the car.

Onward came the car, thundering over the viaduct, and just ahead of the train. It turned quickly at the switch, crossed over, and shot past her into the siding. He had one look at her up-turned face. It was full of love and helpless misery. She was sending him to certain destruction—to save the express train.

The instant the car passed she closed the switch and sprang back again to the other switch and closed it just in time to see the express train sweep past in safety.

In an instant the helpless car ran into the freight house with an awful splintering crash. The express train pulled up opposite the station, and in a moment a crowd of people ran shouting and frantic up the line. Some of them had seen the whole performance and knew what it meant, but for the majority of them it was a tragic mystery.

They found Lydia upon the ground by the switch, and with the keys still clutched in her hand. What had she done? What had happened to her?

She could not answer. Nature had mercifully taken away her senses. They took her up tenderly and carried her to the station, and laid her upon a seat in the waiting room. The passengers of the two trains crowded the room and offered every aid, for in some manner they

began to understand that she was the creditor to the value of all their lives. She had paid for their safety with costly sacrifice.

The freight train backed down to the cross-over switch and the engineers of the three trains met and began to examine the positions of the switches. A number of men also came from the express train, and among them was one who seemed in authority. He, too, examined the line carefully, and the engineers explained the matter to him and listened to his remarks with becoming deference.

The little room in the station was packed with people, idlers and others, and they could with difficulty bring him in.

"No," said one of the ladies who were trying to restore the girl. "It may be too great a shock to her. She must not see him yet."

"Make way there, gentlemen. The Superintendent of the road is here."

The crowd moved slightly, and the Superintendent advanced into the room. He took off his hat, and spoke quietly to the people near, and then he stooped over the unconscious girl, and softly kissed her as a father.

"She saved all our lives, and I fear she thinks she paid dearly for them."

Suddenly she opened her eyes, and sat up bewildered.

"Where is he? Is he much hurt? Oh! perhaps he is—"

"Let me alone, I tell you," cried a big, bold voice in the crowd, "I must go to her."

He escaped from those who would detain him, and in a moment was beside her.

Some of the people laughed in foolish joy, others cried. The more delicate and sensible were silent, for the meeting was not for words or description.

After a slight pause the Superintendent said to the young man:

"I congratulate you, sir. You were on the car?"

"Yes, sir. I was on the car, and I saved myself at the last moment by jumping off. I landed on a pile of fine coal, and got a rough tumble—

and that was all. The car is a heap of splinters."

Then the Superintendent called the young man near to him, and spoke to him privately, and presently they both shook hands as if greatly pleased over something. The young man sat down beside the girl, and whispered in her ear:

"I've got the place, Lydia. We're all right now."

Then the bells rang, and the people began to disperse towards their trains. As they departed, a small creature—probably a stockholder—objected to the proceedings and remarked that "it was not best to give the offices to brakemen for doing nothing."

"Precisely," said the Superintendent. "But the woman did something, and if you wish to know the full measure of her splendid deed, put yourself in her place."

CHASED BY A TRAIN ON FIRE

"I've been down the bank more'n once, an' had a few bad smash-ups in the twenty years I've run a locomotive, but the closest call I ever had was the time I was chased from Mayville to Brocton Junction by an oil train all afire. I k'n almost feel my hair turn white now when I think o' that."

He was one of the oldest engineers on the Lake Shore, and was riding me on his engine from Brocton to Dunkirk.

"I was on the Buffalo, Corry & Erie road then. It was in 1869—August the seventeenth. The bit o' track 'twixt Mayville and Brocton is about the crookedest an' steepest stretch there is in the country. It's ten mile from one place to t'other, but the twists in the road makes it fourteen. The grade's 'bout eighty foot t' th' mile. The road's so crooked that it's a standin' joke 'mong th' boys that they dasn't put more'n ten cars in a train er the engine'll butt the caboose certain. The road runs down into the Pennsylvania oil country, an' heaps o' petroleum is run over it. That night 'bout 9 o'clock I was getting ready t'leave th' summit with a box car,

six oil cars an' two passenger cars. Th' latter was full. Th' box car had two valuable trottin' horses in it. I got th' signal from th' conductor to go ahead, an' started her up. We was under tol'ble headway when I see flames bust out'n one o' the oil cars. I whistled down brakes. The passenger car was cut loose, an' the brakes put on. We cut the engine an' box car off from the burnin' cars, an' thinkin' the brakemen'd stop them, I pulled on slowly down the hill. But pretty soon I see I was in a fix. The oil cars wasn't stopped, an' they came a tearin' down the grade, an' 'fore I could give my engine speed 'nough to git out'n the way, kerboom they came 'ginst the box car, smashin' in one end, an' knocking th' horses an' their keepers flat on th' floor. It's a mighty wonder th' shock didn't knock th' engine off th' track, an' it did give her'n awful husselin'. But she settled down t' her work, 's if she knowd we was bound to have a race for life.

"Lord, how them flames roared! Every infernal car was afire now, an' th' heat was ter'ble. I could hear them horses fairly scream with terror. Both th' keepers clumb up to th' end o' th' car next th' engine. I could see by the bock-light of the furnace that their faces was 's white as chalk, an' they hollered t' me: 'For Christ's sake, Jack, give her more steam!' They didn't know 't I had her pulled wide open, an' was tearin' down that eighty-foot grade at nearly eighty miles an hour. She went so fast, so help me God, that she quit pumpin'. We shot 'round them curves like a streak o' lightnin' an' ev'ry time we'd strike one 't seemed t' we mus' go over. When the oil cars struck we made a gap of about ten foot between them and us, an' we couldn't increase it to save our souls.

"Poor Jimmy Keenan was my fireman. He was crazed for 'bout a minute, when the burnin' cars hit us an' kept so close in our wake. He tried to jump off, but I grabbed him and held him till he cum to himself, and he stuck to the old gal like a man. Jimmy got killed in pickin' a young one off th' track ahead of an express train, near Corry, a year or

two afterw'd. He saved the young one, though.

"It was a dark night, an' though I felt 't the chances was we'd never git to Brocton alive, I couldn't help but be struck by the scene. Here was us a thunderin' along faster'n any engine ever went in this country afore or since, through woods an' on th' edge o' high rocks, expectin' ev'ry minute to be hurled off th' track an' be carried home to our wives crushed an' mangled out o' all knowin' o' us. The hosses was stampin' about in the box car, neighing in a way that sounds in my ears yit when I git a thinkin' o' this. The keepers told me afterw'ds that they crouched down in a fur corner of the car, almos' sweltered with heat, expectin' a grand crash, every second, an' in danger o' being trampled to death by the horses. Through the broken end o' the car they could see th' blazin' oil tanks a roaring down after us, an' it seemed t' them, they said, 's if they was gainin' on us ev'ry second.

"Oh, Lord! what a sight them oil cars was. Thousan's an thousan's o' gallons o' oil, with all th' combustible parts of it still in it, a burnin' all at once, an' rushin' down the mountain like a tremendous meteor, on a night as dark as pitch! The blaze was more'n sixty feet high, and lit up th' crooked road an' th' woods an' mountains for miles around. The whole heavens was illuminated, and from Brocton they said the sight o' this great blaze, a tearin' along like a demon, now hid for a second by a cut or a piece o' woods, an' then leapin' out agin an' jumpin' up t'wards the sky like a huge fountain o' fire—why they said 'twas jes' grand an' gorgeous. The light was so great 't the boys could see us swoopin' along ahead o' the mass o' flyin' flames, 'n they know'd what war up. They knowed there was a race for life agoin' on down that mountains, an' they know'd the chances was agin the ones what was chased.

"O' course, the whole thing commenced and was over in a good deal less time 'n I've been a tellin' of it. When I see the lights of Brockten Junction, it struck me all of a sud-

den't that the Cincinnati express on th' Shore road must be 'bout due there from the West. I looked at my watch. 'T only lacked one second of th' express train's time at Brocton. We'd been thinkin' all along that to save 'rselves th' switch at th' junction must be opened t' let us in on the Shore track, where the road was level, and we could git away from the burnin' cars. The switch, of course, was closed, 'n now, even if the switchman opened it on my signal, there was the danger of crashin' into the express. To add to this fearful situation, I see a freight train from the east pullin' like the devil posset to git inter the switch at Brocton, out of the way of the due express.

"Good God!" says I, "Jimmy, what'll we do?"

"This all took place inside of five seconds.

"'Holler fur th' switch!' says Jimmy. 'That's our only chance!'

"So I whistled for 'em to open the switch. Lord, what a shriek that engine give! Seemed as if it knew our chances was slim, and its whistle was jes' one yell of agony.

"'Spose they don't open the switch, Jimmy?' said I. Hot as it was, I could feel the cold sweat stand out on my forehead, and ooze out all over it, for I could feel it. Jimmy had been married jes' a week afore, and I knowed how much he thought of that little woman of his'n. I had a wife and seven children. It was a kinder an ole thing with me, but there wasn't no spot to me like that little home of mine and its contents.

"'If they don't turn the switch, Jack,' says Jimmy—'good-bye!'

"He stuck out his hand. I knew what he meant. I ketched hold 'n his hand, and we bid each other good-bye! In all this time we was sweeping like the wind toward the station, with the blazing devil only ten feet behind me. Thank God! they *did* turn the switch, and we shot in on the Shore track, tore by the depot like a rocket, and on through the town, and on up the road. We knowed then that the express had been warned of our approach. We soon outstripped the

burnin' cars, they losing the momentum of the grade. We slowed our brave ole gal up by degrees, an' stopped within a hundred yards of the express that lay in the track, waiting for the upshot of the race. Jimmy and me got off, but th' next we know'd we didn't know nothing. We fainted dead away, and when we come to, both of us was home safe and sound, but ter'bly shook up, now I tell you.

"The two hoss keepers was both unconscious in the box car. If they'd a knowed the other danger we was in aside from the burning cars, dose me if I don't think they'd a died. The hosses was badly cut up, and so unstrung that I guess they never got over it. After all, our escape from the Shore express had been more luck than management. The express was a minute late. The engineer see the blaze of the oil cars tearin' down the mountains, and he knowed what the matter was at once. But he didn't calculate that we was tearing down with any such fearful speed, and he thought we could git to the depot and out of the way afore he reached it. He got within a mile of the station and see he couldn't make it, an' stopped, and backed away to give us room. If he'd a been on time—well, it ain't at all likely I'd been telling you of this—and ther'd a been more widders and orphins in the country to-day than there is. By bull-headed luck the engineer of the up-freight train made his siding in time to git out'n our way.

"The oil cars was left to burn up, of course. They burned three hours, and the express had to lay off till they got through. The luckiest part of the whole thing was the brakemen at the summit having sense enough to cut off the passenger cars and stop 'em. 'Spose they' a stayed with the oil car! They'd been on fire in less than a minute, and as they tore down that hill at lightning speed, hundreds of human beings would have been roasted in that quarter of a mile of fire.

"I've been a good while telling you about this circumstance, but how long do you 'spose it was hapening? Well, from the time we

left Mayville summit to the time Jimmy and me fainted beyond Brocton was just eleven minutes and twenty seconds. I had the time we started, and one of the boys looked at his watch when we dropped. We We had run over fifteen miles."

"It seems strange to me," I ventured to remark, "that you didn't jump from your engine as you might have done at the start."

"What! leave my engine? I'd as soon think of deserting my wife in trouble as to quit my engine when there is difficulty ahead of her! I ain't no brag, but if ever they find old Jack's engine down the bank or smashed to smithereens, they'll find old Jack, or a piece of him, not far away from her."

[For the B. of L. F. Magazine.]

BE CAREFUL WHAT YOU SAY.

In speaking of a person's faults,
Pray don't forget your own;
Remember those with houses of glass
Should seldom throw a stone.
If you have nothing else to do,
Than talk of those who win,
'Tis better to commence at home,
And from that point begin.

We have no right to judge a man
Until he's fairly tried;
Should we not like his company,
We know the world is wide.
Some may have faults—and who has not—
The old as well as young;
Perhaps we may, for ought we know,
Have fifty to their one.

I'll tell you of a better plan,
And finds it works full well:
To try my own defects to cure,
'Ere other's faults I tell.
And though I sometimes hope to be,
No worse than some I know,
My own short-comings bid me let
The faults of others go.

Then let us all when we begin,
To slander friend or foe,
Think of the harm one word may do
To those we little know.
Remember curses, sometimes like
Our chickens, "roost at home."
Don't speak of other's faults until
You have none of your own.

W. A. N., DIVISION No. 19.

—CRESTLINE, O., June 30, 1877.

Preserving Tramps.

Many uses have been found lately for refrigerator cars, but preserving tramps is the latest. The *Jamestown (N. Y.) Journal*, of a recent date says:

"As the conductor on the night freight train which reaches here about midnight, was looking over his train at Meadville, he discovered that a refrigerator car, with meat for Europe, had been broken into. He locked up the car and the train pulled out. It was not long, however, before seven tramps who, unknown to the conductor, had taken possession of the refrigerator, made noise enough to be easily heard above the racket of the train. As the thin garments with which they were clad afforded little protection against the frozen atmosphere of the refrigerator car, they could not and would not stand the congealing process without rebelling. The conductor was in sore straits, and at Union telegraphed back to Meadville for orders. The return message directed him to have them arrested at Corry. Reaching Corry, the solitary policeman did not dare to tackle the seven half-frozen tramps, and so a second message passed over the wire, and a second return said to capture the dangerous characters at Jamestown. Arriving here, our night watchman, Mr. Charles Nerrill, hesitated not to face the car-door and claim as his "meat" the seven culprits who, altogether too happy to get out of their uncomfortable prison, followed the officer without resistance, to the city bastile."

THE Pennsylvania Railroad Company makes a good showing in its report of earnings and expenses for the five months ending with May, just made public. Earnings (of all lines east of Pittsburg) were smaller by 10 $\frac{3}{4}$ per cent. this year, but the reduction of expenses is so great as to leave an increase in net earnings of 8 $\frac{3}{4}$ per cent. These months last year were quite favorable to this road, though they included Centennial passenger traffic only for a

few weeks. The result on the lines west of Pittsburg is said to show a decrease of \$150,000 this year, leaving for the whole system an increase of \$165,000 for the five months. This company cannot be expected to do as well as it did last year for the remainder of the year, as then it had an enormous passenger traffic.—*R. R. Gazette*, July 13th.

An Extraordinary Train.

The Springfield (Mass.) *Republican* of July 7th, tells the following story, but it seems strange that such proceedings should be allowed on a well conducted road:

"A wonderful train came up yesterday morning at 3 o'clock from the Harlem River, which it had left Thursday noon. There were ten platform and four box cars drawn by two antediluvian and fearfully dirty machines called locomotives, one being from the Long Island South Side and the other from Pennsylvania Railroads, and bound for a Nova Scotia railroad. The entire trip was a chapter of ridiculous casualties. They had a hot-box every mile. Were in everybody's way, and got the boilers so full at New Haven that dirty water was shot from the stacks all over the engineer, who made a few appropriate and evangelical remarks. Out of New Haven the head-light expired, when the fireman proposed connecting the head-light with the smoke-box and using the coal-gas for illuminating. At Yalesville the fuel followed the head-light, and rail-fences were ruthlessly used to get up steam, this taking an hour, which the engineer improved by fishing off the bank for crabs, and, with perhaps 60 pounds of steam the train shoved ahead with one engine, after a lively fight with local grangers for more fence-rails. The steam gauges were broken, the lamps gone, and both driver and fireman went it blind in the dark. The brakemen say they stopped at every gypsy camp to wake the folks up with blasts from the most diabolical whistle ever blown in the valley, and that the gypsies came out, young men and maidens, old men

and children, and swore till the air was blue, and threw stones. When this train reached this city, all hands sung the doxology, and advised the River Road engineer, who took charge, to watch the wheels carefully to see which way they moved, and that an attachment was coming on for stolen fences. At last accounts the train had got to Chicopee."

An Engine Struck by Lightning.

An incident in a recent thunder storm on the line of the New York & Oswego Midland, as noticed by a passenger on a train on the road, is thus described by the *Middletown Press*:

"The train was in the vicinity of Walton. The storm was terrific. Crash after crash of thunder with blinding lightning, accompanied by a deluge of rain and hail, followed them. At one time the train seemed to be enveloped in a sheet of electrical fire. A fearful crash preceded, and instantly the engine was in a volume of electricity; balls of fire encircled the driving wheels as they revolved with lightning rapidity. Engineer Sanford beheld the phenomenon with wonder and awe, and supposing that the end of all things was at hand, involuntarily shut off the steam. Nearly every person on the train experienced a severe shock; a large tree by the track was shattered. The shock lasted but a moment. When satisfied that nothing had been injured, the engineer started the iron horse on with a loud whistle toward Norwich."

A Hair-Breadth Escape.

Engineer Briggs, of the passenger train which left the city Saturday morning, had quite a thrilling experience near Veedersburg. While the train was bowling along at a high rate of speed, Mr. Briggs spied, from his seat at the window of the cab, something on the track a short distance ahead, which he first took to be a dog. As the train approached nearer the object moved, and to the engineer's horror he discovered that it was a little child, just fairly able

to toddle. Quickly as he could he put on the brakes with all the power possible, and the fireman ran out on the pilot to snatch the little one, if possible, from the terrible death with which it was threatened. It seemed almost impossible to stop the train in time to save the child, but Briggs used all his resources at the brakes, and succeeded in stopping the locomotive just in time. The force on the brakes was so great that the forward part of the locomotive was partly tilted, and the pilot just touched the child. The little one did not have the slightest perception of the danger it had been in. It had been trying to cross the track from a house by the roadside to a field where there were some men at work. By the time the locomotive was stopped, all the household, as well as the field-hands were rushing to the rescue of the little straggler.—*Indianapolis Journal*, July 13th.

THE following is the time made by the fast train from Chicago which reached New York June 11th: Chicago to New York, including stops, 24 hours 28 minutes; average time, 38½ miles per hour; Buffalo to New York, actual running time, 9 hours 53 minutes, or about 43 miles per hour. The fastest time made was from Buffalo to Syracuse, 150 miles, in 3 hours and 4 minutes; from Buffalo to Albany, 6 hours 29 minutes, an average of 46 miles per hour; Albany to New York, actual running time, 3 hours 24 minutes. The railroad officials say the same distance can be made in quicker time if necessary. The fast train which left Chicago had 100 through passengers in the palace cars.

THE Port Jervis (N. Y.) *Gazette* of June 5th, says that on last Thursday afternoon, while Erie train No. 8 was running between Lackawen and Pond Eddy at the rate of 25 miles per hour, a youthful passenger came aboard the train, much to the surprise of the conductor and all hands. Being under size and age, as provided for by the company's rules, the little fellow received a free passage to his destination.

Items of Interest.

Conductor Charles Mason, of the Cleveland & Pittsburgh Railroad, attempting to jump on a moving train at Wellsville, fell under the train and was killed. He left a wife and four children.

According to the Chairman of the Grand Trunk Railway that road has lost \$4,750,000 in two and a quarter years from competition, and railways in America have lost \$47,000,000 in the same time from the same cause.

By an accident on the Eastern Division of the Pennsylvania Railroad, Daniel Faber, an engineer, and Joseph Miller, the fireman, were instantly killed. A frog in the switch was misplaced, which caused the accident.

The conductors on the Fort Wayne road are using a new "wrinkle" in their experience. This is the furnishing of a receipt to each passenger who pays his fare in lieu of tickets. The conductor's receipts are for all sums from one cent up to \$9.99.

A Washington dispatch says that the counsel for the Lake Shore & Michigan Southern Railroad have concluded an amicable agreement with the Commissioner of Internal Revenue, under which the claims of the Government against the company for taxes on net earnings will be settled without further litigation.

Mr. John Latham, formerly master mechanic in charge of the Erie shops at Hornellsville, New York, died in that city June 17th. He entered the shops in 1855, and gradually rose to be master mechanic of the shop, which position he held until forced to resign several years ago on account of spinal disease, from which he died.

The St. Louis Republican tells this story, but is careful not to vouch for its truth: "On one of the East Indian lines recently a train was approaching a bridge on a curve. When the bridge came within sight, at a distance of 500 to 400 yards, the engine driver was horror-struck to find that it was completely enveloped in flames. Finding his brake power totally useless in the emergency he jumped off, as did also the fireman, just as the train entered upon the burning bridge, over which it rushed, fortunately with unabated speed, through a continuous flame which rose furiously above the height of the cars. The wooden sleepers were on fire, and parts of the rails themselves were red-hot. The whole train, composed of a number of cars, passed safely over, and not a passenger was injured or scorched."

The Baldwin Locomotive Works have sold five engines to the Cincinnati Southern Railroad.

All the railways of Iowa operated exclusively in the State have gone into bankruptcy, except one, and that one exception is—a narrow gauge.

Mr. William L. Needham, a locomotive engineer on the Cleveland, Columbus, Cincinnati & Indianapolis Railway, General Secretary of the Accident Insurance Association connected with the Brotherhood of Locomotive Engineers, and the inventor of a train signal used on some roads, was killed by an accident to his train July 5th.

The agreement between the Receiver of the New Jersey Central and the Lehigh Coal & Navigation Company has been completed. It provides for the payment by the Central of \$400,000 on account of rental heretofore due and for the payment of all rentals accruing on the Lehigh & Susquehanna Railroad and the canals monthly hereafter. The balance of rentals overdue and also certain sums due on account of the Lehigh & Wilkesbarre Coal Company, are to be credited to the Navigation Company on the account due for new construction and improvements. It is stated that the stockholders' committee will shortly submit a plan for the reorganization of the company, which will provide for the adjustment of its difficulties without the necessity of a foreclosure.

The Cincinnati papers are giving accounts of the opening of the new Southern Railroad from that city to the Kentucky River, where there is said to be the highest railroad bridge yet built. It is 275 feet high, having three spans, the middle one 375 feet long, and the others 300 feet each, the total length being 1,125 feet. There is a bridge in Switzerland which is 234 feet high, but with a span only 144 feet long, and one at Varrugus, in the Andes, 252 feet high, with spans 125 feet long. The piers of the Kentucky bridge are the largest in the country, except those in Brooklyn, the stone work being 130×37 feet, and the base of the iron work 117×28. The frame is all wrought iron, and was built out from the abutments toward the center of the span. The fastening of the junction points was accomplished in a novel way. One sun-shiny day having expanded the frame-work, the connecting bolts were fastened, and so much secured; then a second day of sun-shine having given all the expansion the bridge was capable of, the bolts were made fast permanently. At the opening the other day, the bridge was made subject to seven severe tests, and stood them all admirably.

A passenger train on the Fort Wayne, Muncie & Cincinnati Railroad was ditched on July 10th fifty miles south of Fort Wayne. John Strain, engineer, was fatally injured, and Superintendent Worthington and Fireman Van Leison slightly injured.

A company under the name of Bullion Belt has been organized to build a road from the Allegheny Valley, near Scrubgrass, Pa., up Bullion Run to Summit and Dean City in the new clarion oil region. It is proposed to build a single-rail road on the plan devised by Gen. Roy Stone.

The south-bound passenger train on the St. Louis & Cairo Narrow Gauge Railroad jumped the track on Eighteen-foot Trestle on July 13th, six miles from Murphysboro, and the whole train, excepting the locomotive, was precipitated into Rattlesnake Creek. Almost every passenger on the train was injured, some quite seriously.

At a meeting of the Directory of the Louisville & Nashville Railway Company, it was found that the earnings of that road for the last fiscal year were over \$350,000 above the interest of the bonded debt. Of this amount \$135,000 were appropriated as a dividend of 1½ per cent., and the remainder was devoted to reduction of the company's liabilities.

The Montreal sleeping train on the Rensselaer and Saratoga and New York and Canada Railroad, leaving Troy at 11:45 o'clock P. M., on June 30th, met with a serious accident at 3:15 that morning when near Paterson, the first station south of Ticonderoga landing. The train, which comprised a locomotive, a baggage car, one passenger coach, one sleeping car and one smoking car, was thrown from the track while going around a curve in consequence of a misplaced rail, caused by the water of the lake undermining the track, and the locomotive and baggage car were precipitated into the lake. William Leland, the engineer, was instantly killed, and the fireman seriously injured.

Sheriff Meldrane arrested a gang of railway thieves at Warner's Station, N. Y., on the Central Railroad, while in the act of throwing a valuable case of silk out of a freight car. The gang was composed of Edward Wait, an engineer on the Central Railroad; Wm. Sprung and Coville Dickerson, brakemen. It is believed the rest of the gang will be caught. The modus operandi has been for employes to throw off valuable cases of goods from freight trains in the night time, which were secreted by accomplices. Thousands of dollars' worth of goods have been stolen in this manner.

The Barney & Smith Manufacturing Co., of Dayton, are building a large number of cars for the Cincinnati Southern Railroad.

As the express train from Washington for New York, which arrives at Philadelphia at 7 P. M., was passing through the West Philadelphia tunnel it jumped the track. The baggage car was demolished and the train set on fire. Joseph Miller, fireman, was instantly killed, and the engineer, Fager, very seriously injured. A passenger named Frame had his leg cut off, and sustained other injuries. The cause of the accident is unknown.

The Pacific Bridge Company, of San Francisco, is building a steel wire suspension bridge of 270-foot span at Cottoneva, in Mendocino County, Cal. The wire suspension cables pass over four towers of heavy redwood timbers, and there is a wooden truss of the Howe pattern, to prevent vertical vibration. The calculated dead load to the bridge is 1,000 pounds, and the live load of the bridge is 2,000 pounds per lineal foot. There are 539 wires, No. 11 wire-gauge, in each cable.

[For the B. of L. F. Magazine.]
SOMEBODY'S BOY.

The Western Express? An accident, you say?
Was any one hurt? Oh, tell me, I pray,
Only a fireman; I'm told he is dead,
With an ugly wound on the side of his head.

Only a fireman! with no one close by,
To hear the last sound and frightened cry,
That came from his lips as his end drew near,
No father, nor mother, nor sister dear.

As the questioner turned away with relief,
That only a fireman had come to grief;
Having in his heart feelings of joy,
Oh, did he not know it was somebody's boy?

"Somebody's boy"—Ah, yes, it was true;
Dear boy, there was somebody waiting for you,
And sad were the tidings that came to the one,
Who was waiting to welcome the fireman home.

In an humble home, near the track,
Mother looks out for her boy to come back,
And she wonders what makes the express so late,
As she watches unconscious of the fireman's fate.

But soon, too soon, the truth must come,
As the bearers are bringing the fireman home;
And from her heart departs all joy,
For she is a widow, and he—her boy.

MOTHER.

—CHICAGO, July 5th, 1877.

[For the B. of L. F. Magazine.]

JUST FOR A DAY.

Oh, make me a Superintendent just for a day,
I will draw the men up in battle array,
And tell them there's 10 per cent. cut from
their pay;
Oh, make me a Superintendent just for a day.

Oh, make me a President just for a day,
With such men as this Superintendent I will
soon get away;
For kindness to employes I'll cause them to
say,
Oh, leave us this President for more than a
day.

Oh, make me a Dispatcher just for a day,
To trains that are late these words I will say,
"Skip out!"—they'll run fast—then I'll give
them away;
Oh, make me a Dispatcher just for a day.

Oh, make me a Road Master just for a day,
I'll keep watch of the ties as they go to decay,
When asked to repair them I'll quickly say
nay;
Oh, make me a Road Master just for a day.

Oh, make me a Foreman just for a day,
If a fireman comes along I will send him
away;
When I want a good man I will hire some
"gray";
Oh, make me a Foreman just for a day.

Oh, make me a Master Mechanic just for a day,
The men I don't like I will give them their
pay,
And with a bad reputation I'll send them
away;
Oh, make me a Master Mechanic just for a
day.

Oh, make me an Engineer just for a day,
My skill as a "thumper" I'll quickly display,
I'll break the fireman's back in a round about
way;
Oh, make me an Engineer just for a day.

Oh, make me a Stoker just for a day,
In a new suit of overalls quick I'll array,
I will scour and polish the brass all away;
Oh, make me a Stoker just for a day.

Oh, make me a Fireman just for a day,
And give me \$5 for the first hour's pay,
The B. of L. F. I will join right away;
Oh, make me a Fireman just for a day.

Oh, make me a Wiper just for a day,
On my back in the pit, 'neath the engine, I'll
lay,
And smoke my "dudheen" till the whistle
says "tay";
Oh, make me a Wiper just for a day.

Oh, make me a Conductor just for a day,
I'll hang on the cars as long as they'll stay,
So when the engine is working she will chew
up her "hay";
Oh, make me a Conductor just for a day.

Oh, make me a Machinist just for a day,
I'll get into a fire-box and there I will lay,
I will batter the flues till they all give way;
Oh, make me a Machinist just for a day.

Now then, Mr. Editor, just in a day,
These verses before you for inspection will
lay;
While reading them over I hope you'll not say,
I wish that chap would cease breathing just
for a day.

M. S. M., Division No. 56.

[For the B. of L. F. Magazine.]

"WHAT D'YER SAY."

DEAR ED.—Yours "strictly private" came O K,
With that horrible mug called "What d'yer
say?"

Now, as critics would say, I'm going to try,
To criticise it with "my mind's eye."

First, the color of the card being yellow,
Gives comic expression to such a fellow;
The hair, the nose, must all come in,
That horrid wink and double chin.

Poor soul, looks like he'd been through a
funnel,
His mouth just like the Bergen Tunnel,
Through which the D., L. & W. now runs;
His eye denotes fondness for puns.

His chin, like a roll of Orange county butter,
His ear, like the leather boys soak in a gutter
His nose, it is ponderous, looks more like a
beet;
Every day I meet men like him on the street.

His hair, so straight, cowlicks in profusion;
His cheek appears like a mere delusion.
He is unable to speak, yet this is his lay,
Where ever you meet him, 'tis "What d'yer
say?"

—G. L. PEN.

Correspondence.

Further Suggestions on Insurance

TERRE HAUTE, IND., July 18, 1877.

Editors of B. of L. F. Magazine:

In the July number of the **MAGAZINE** there appears an elaborate communication from the pen of Brother Frank B. Alley, of Louisville Lodge No. 23, in which he offers a very wise method of organizing a self-sustaining insurance corporation. I have given this feature of our Order a thorough investigation of late, and have observed every suggestion that has been proposed on this subject, and, after due consideration, must acknowledge that, in my opinion, Brother Alley's idea is at once the production of a conservative mind, and one worthy of being the foundation upon which to base the insurance of our Order. In order to make our organization a success and one worthy of the highest merit, we must endeavor to establish a beneficial system that is second to none. It is strictly necessary, therefore, that we should employ every moment of our leisure time in meditating upon this subject, and charge our delegates with the necessary instructions, so that they will be fully prepared to arrange the matter at the coming Convention. I would advise all members to consider this with the greatest care, as there is a tendency at issue which involves the interest of each and every member of the Brotherhood of Locomotive Firemen.

Permit me to depict, in imagination, the benefits which are derived from insurance: It is a cold December night. Unfortunate indeed

is he who is left upon the cold mercy of the midnight blast. A small cottage by the roadside marks the spot where resides a locomotive fireman. Without, everything is desolation: within, all is comfort, until the dreaded summons of the watchman is announced. His voice is fiercely heard—"Be quick! t'is only fifteen minutes till leaving time;" and the fireman responds with an "All right," though he feels an inward fear of the task he is about to undertake. There, in a little cradle, with a lovely smile playing over its infantile features, lies a beautiful child—the only gift of heaven which father and mother possess. A parting kiss is hurriedly given, and the fireman hastens to his duty. The ponderous machine with head-light glaring, is awaiting his coming; a few moments in which to "put in a fire," and all is ready for the hazardous trip. Continuous blasts of wind, intermingled with the driven snow, gush into the cab, and almost blind the engineer and fireman; however there is no time to ponder. Two shrill screams from the whistle and the magnanimous monster begins to move. Slow and steady are the first strokes of the piston rods. It appears from the moaning of the machinery as though the engine herself were in dread as to what the break of day would bring forth. Revolution after revolution is made, and at each succeeding moment the speed is increased. Fifteen minutes have elapsed since the train has started, and now she is speeding along at the rate of twenty-five miles an hour. The fireman stoops to "put in another fire," and as he arises observes by looking at the gauge that she is "going back on him," however this is of no consequence, as the summit

of a hill has been reached, and now there is a downward course of ten or twelve miles. The engineer looks at his watch and then on the time card; he notes five minutes behind time, and, therefore, does not shut off until the train is half way down the hill. At this point the engine is rushing along at a frightful speed. The reflection of the head-light is of no avail as the snow is falling fast and thick. "We'll trust to luck, boy," says the engineer, consolingly, as he pulls up the reverse lever and opens the throttle, for the foot of the hill is reached. Scarcely have these words escaped his lips, when a deafening crash is heard far above the tumult of the raging storm. Oh, horrors! The train has gone through a trestle and has been precipitated into the stream below. The scene that now follows baffles description. It is useless to describe the fate of the engineer and fireman. Standing at their post of duty, they are hurled into eternity without a moment's warning. Death, in some horrible form, suddenly appears and vanquishes the bloom of life. 'Tis the inoffensive lily, whilst blooming in its most magnificent splendor, that is shattered into fragments by a rude gust of wind. Our fireman lies bleeding and torn under one of the driving-wheels of the engine. The pulsations of the noble heart have ceased, for the soul—all that is immortal of man—has fled. Those pale blue eyes, that once sparkled with a heavenly brilliancy, are now sunken and inexpressive. With superhuman efforts he is extricated from the horrible wreck, and his body conveyed to the little cottage by the roadside. Oh, what heartrending scenes a few short hours have wrought. This home of joy has

been abruptly transformed into a house of mourning. As we pass down the street which leads into this doleful scene, we encounter throngs of people who are eager to get full particulars of the disaster. We enter in front of the cottage, and as we ascend the steps, light footsteps and low whispers are heard. We are entering the chamber of death. There upon that cushioned couch lies the remains of a locomotive fireman. The loving wife is gazing in abstracted grief upon the pallid countenance of her noble husband, who, but a few hours ago, had been in full possession of life, and strength, but now lies cold and lifeless within the firm embrace of death. Another day and the body of our hero is deposited in its final resting place, where he

"Sleeps the sleep that knows no waking"

But, wife and child? Now and anon the widowed mother gazes upon the prattling infant, its little hands clapping with joy, heedless of the troubled heart that is beating above. The kind provider and manly protector has been swept from existence, and his family is left a prey to the cold mercy of public charity. Their appeal for support is unheard. Through the streets the carriages of the wealthy are dashing by each other in the height of gayety. On the one hand, we have pleasure to extravagance; on the other, misery to starvation. The pitiful cries of those suffering for the sheer necessities of life are met with a contemptible frown.

Are there no hopes then for these widows and orphans, whose tears fail to awaken even a shadow of sympathy? There is. The Brotherhood of Locomotive Firemen's Insurance Association will throw its

mantle of protection over these helpless beings, and provide for the wants with which they are surrounded. Of all the virtues which should adorn the personal character of a fireman, none could be more beautiful than a brotherly benevolence, and an effort to advance this charitable institution. With this great object accomplished, we could with one voice exclaim,

"We have done our duty."

Yours fraternally,

E. V. D.,

Vigo Lodge, No. 16.

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From Topeka, Kan.

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TOPEKA, July 17, 1877.

Editors of B. of L. F. Magazine:

Seeing no communication from No. 56 in your last issue, I concluded I would inform you of some of the incidents that have transpired during the last month.

On the morning of July 5th, as train No. 6 was coming from Newton, Mr. Kelly, the engineer, discovered on the track a venerable specimen of the bovine persuasion, who had ensconced himself in a bridge. Being of a very tender nature Mr. Kelly's engine kindly turned out, giving his bovineship the right to the road, although going east at the time, and the time-card says east-bound trains shall have the right to the road. Mr. Kelly and his fireman (who, by the way, is Brother J. Hahn, of No. 56,) were injured. Mr. Kelly pretty severely, but Brother Hahn is able to be up. The latest news from the wreck says at the inquest they brought in a verdict of justifiable homicide in favor of Thomas Kelly and engine "27."

Brother Lou McCormick is Engine Dispatcher at Newton. Also, Brothers

G. W. Scott, our worthy Master, I. Connor and Jake Scott have had a little experience with the throttle, and expect more.

Brother O. A. Larue is running the switch engine at Newton.

Brother A. W. Fawks is Street Commissioner of Topeka, and so the boys prosper.

The most of the boys were agreeably surprised on the morning of the 4th of July, to learn that our worthy Brother, F. C. Sparks, had been united in the holy bonds of matrimony the evening before. When Brother Sparks made his appearance next morning they all hastened to congratulate him, and many were the kind wishes for his future success and happiness. As for myself, I wish the happy couple all the joy that a man of his temperate habits and a good loving wife could have. I also wish that they may have little Sparks enough to kindle a fire as large as the great conflagration at Chicago.

M. S. M., Division No. 56.

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Shallow Fire-Boxes.

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PROVIDENCE, R. I., July 8, 1877.

Editors of B. of L. F. Magazine:

Thinking you might like to know what we are doing in this "goodly land of Roger Williams," I will drop you a few lines. We have been experimenting with a new locomotive on our road (the P. & W.) which is of some interest to those that have an inquiring turn of mind. The engine was built by the Rhode Island Locomotive Works to burn anthracite coal. The engine has cylinders 18x26; driving wheels, six in number, 51 inches in diameter, and a four-wheel truck; boiler, 52 inches in diameter, with fire-box 8 feet long

and 43 inches wide inside, but is very shallow; is fitted with two full stroke pumps and one injector, (Little Giant No. 7, which appears to be sufficiently large enough to feed the engine at all times, and we think it and Mack's are the best injectors out for locomotives). Have been using bituminous coal, and drawing very heavy trains. This engine has drawn, with the utmost ease, 100 loaded coal cars, (four wheels) five tons in each car, over our road, burning but little more coal than the 16x24, 5-foot wheels, they drawing only 50 cars. The engine, in running order, weighs 40 tons—32 on drivers and 8 tons on the forward truck. So one can see that there is but little, if any, more weight on any one of the wheels than on our large express engines. What I want to call your attention to is this: Will not the long, shallow fire-box, with large grate area prove to be the most economical for burning bituminous coal? It is a self-evident fact that we have got about to our limit of grate surface in our present style of engines, but they all appear too small to burn fuel economically. I should like to have this matter thoroughly discussed by the members of this Order, for if there is any one more qualified to judge of the straining qualities of an engine it is the one that uses the shovel. Hoping to hear from some one on this subject,

I am, yours truly,

RHODE ISLAND STOKER.

From Fort Gratoit.

FORT GRATOIT, MICH., July 15, 1877.

Editors of B. of L. F. Magazine:

The articles of Brothers Blake and Alley have attracted considerable attention among the Brothers in this section. We think this a point that

all have wanted the B. of L. F. Insurance to reach. The ideas brought forward in said articles is something about which there has been considerable argument among ourselves lately. The feelings of the Brothers is, that the present system of insurance does not answer our needs, and we think that some more comprehensive system might be devised to give our families or relatives a sum adequate to the amount of risks generally taken by outside companies at comparatively small percentage. There is one thing that favors the plan proposed by Brother Alley, which is, that as a body we will, I think, compare favorably with any other class of men, and I do not think that our death rate will exceed that of other Insurance Companies, without exceptions. Although our business comes under the head of 'Extra Hazardous,' we are generally young men, consequently have the advantage of youth over old age, which we must admit is the great leech upon the majority of insurance companies, and with the exception of the natural dangerous character of our calling, our death rate is comparatively small. Brothers Alley and Blake's proposal meets our full approval; still I offer as a further suggestion that in case there is 4,000 members that there be two assessments at the death of every three members, which will leave a surplus each time of \$2,000; that this surplus fund be used as a disability fund and a fund to defray the expenses of the insurance which would preclude the necessity of any further assessments for that purpose, and that clause 2, art. 4, shall be stricken from the Constitution. That in case any member in good standing is disabled temporarily from the perform-

ance of his usual occupation, that he be entitled to receive a sum amounting to \$5 and not more than \$8 per week, which amount can be decided upon at the next Convention. A physician's certificate to accompany the application for said benefit. The present system, as laid down in the Constitution and By-laws under the head of benefits, would thus be dispensed with; and a Brother who becomes permanently disabled be disposed of as a death member, and that the disability fund be used for temporary injuries only. In conclusion, I hope that these suggestions may be taken into consideration and properly acted upon at our Convention in September at Indianapolis, as there is certainly no other way of bringing our insurance to perfection on short notice, than this very way of forming the whole organization into an insurance. It meets the approval of all who have expressed themselves on this subject, and, without a doubt, there will not be a single objection, but, instead, I think it will receive the voluntary support that will enable it to surpass anything in the way of insurance now established. Hoping to hear from more of the Brothers on this important subject, I remain,

Yours fraternally in B. S. & I.,
J. D. BRINTNALL, No. 69.

[For the B. of L.F. Magazine.]
PERSONALS FROM NO. 67.

BY DOMINION BOY.

Charlie Pope, he is our Master,
And does justice to the chair.
And Billy Newlove is our Vice Master,
To assist him while he's there.

Our Recording Secretary's name is Prenter,
He gets us all the news;
And Mike Rowan is our financial man,
And you bet he'll watch your dues.

And then there is George Shields,
He handles all our wealth,
And we intend to call on him
When sick or in bad health.

The next is Peter Kennedy,
Our Chairman of Trustees;
With Billy Brown to help him,
Examine all the fees.

Our Warden's name is Dorricott,
The girls all call him Joe;
And Hughey Rose is Conductor,
And not so very slow.

Johnny Scott he is our Past Master,
When laughing he is a fright;
And Cuthbertson is our Chaplain,
With his solemn face all right.

Our Inner Guard is Pete McLuckie,
A Scotchman, full of mirth;
And Bill Johnston is our Outer Guard,
Another Scott by birth.

And then there is all the Brothers,
Who help to form our band,
And if any one of them's in trouble,
We take them by the hand.

There is little Tommy Walker,
And Jimmy Kennedy as well,
Our white-haired boy George Denny,
And Johnston, our Queen street swell.

And then there is Duke McKenzie,
He would laugh in spite of law,
And Brother Barney Keilty,
Always searching for a flaw.

The next is Dave McKibbin,
The girl says he's a killer,
And Jonny Cross and Marshall,
Dick Temple and Jim Miller.

And now I think I've named them all,
But wait, or I will spoil it,
For I have not told you yet
Of Deverall or Moylett.

But I guess you are getting tired of this,
So I'll bid you all adieu,
And when we have doubled No. 67,
Their names I'll tell to you.

—TORONTO, CAN., July 20, 1877.

Owing to want of space many interesting communications have been crowded out of this number, but will appear in our next issue.

Editorial.

The Strike

The whole country has been thrown into confusion by what may be considered the greatest labor strike ever known. Railroad corporations have from time to time reduced the pay of their employes, until they could no longer sustain themselves and their families, and, as a last resort, the men were compelled to strike, feeling that it could not damage their condition much, as many were actually on the verge of starvation. Committees were appointed by employes of the different roads that had reduced, to confer with the officials, but they were only successful in getting a hearing in a few cases, and they would not listen to the appeals of the men, as the "roads were not making any money, and were obliged to reduce." It is well known that our railway companies have been steadily, during the past two years, reducing the pay of all classes of labor until now they can not possibly live and keep their wives and children from want. Hence the general disaffection, culminating in violence and illegal methods, from which there is no excuse other than that arising from suffering, destitution and apprehension as to the future. It is equally well known that very many of our roads are in the hands of Federal and State Courts, whose records show that the pay-rolls of the employes are terrible in arrears, while they should have been promptly paid in preference to bondholders or any other class of creditors. So they are left to the mercy of small grocers and shop-keepers, who have

furnished them food and raiment upon their credit in the corporations, and now the employe is refused further credit, and is at the same time called on to pay up his back dues, which he can not do. He is alarmed and desperate, and a still further reduction in his wages is threatened. It is claimed by the railway managers that they are only acting for the interest of their owners and that of economy. This claim is now but a mere pretense and apology—a stupid effort to hide from public knowledge and censure their own mismanagement and folly. It is perfectly well known, at least to the railway and mercantile community, that while there has been no essential falling off, during the the past years, in the number of passengers carried on our railroads, nor in the amount of tonnage hauled between the seaboard and our Western cities, farms and prairies, yet the business has been done at rates of fare and freight earnings of no profit to the companies, but, on the contrary, involving them in daily loss. If fair and judicious rates of transportation had been fixed and not departed from and railway officials would keep out of the private freight lines—such as the Star, Diamond, Green, white and other lines, which are the greatest frauds on the stockholders of the different railways ever perpetrated—nearly every railroad in the country would to-day be in a prosperous condition, its men paid up and contented, the whole country more prosperous, and not a "strike" throughout the land. Now, who is to blame for this gross mismanagement? Certainly not the engineers, nor the firemen, nor the brakemen, nor the mechanics, nor the section men, and yet

they are the parties now virtually called upon to make up the loss. The merchants and manufacturers of the country have not enforced these ruinous rates of transportation. All they ever need or ask for is uniform rates over all competing lines to common points, and what difference has it made to the Western farmer whether his wheat and corn and cattle paid twenty cents freight to New York or fifty cents, so long as the rates were uniform and the price to the consumer was the original cost of the product with the actual freight added? No, the great fault lies with the railway managers, who have defied all established maxims and rules of correct business procedure, who have quarreled among themselves and inaugurated a policy of personal and local and corporate rivalry and competition which has been destructive of the property they were pledged to protect and of all confidence in railway securities, and they are now striving to stem the tide by the practice of a false economy in striking a blow at the wages of overworked men, while the rules of transportation are not changed. They give another turn to the screw upon wages, but make no effort to reform themselves. The result is natural, inevitable, and will continue to be as it is as long as the world shall stand. Capital and men in power become timid, apprehensive, and call upon the State for protection, and labor becomes first suspicious and then mutinous.

It may fairly be urged that a railroad company if it can not afford to pay fair salaries, should raise rates of transportation. This country has seen three or four railroad men sit in a hotel over their champagne, and in

fixing the rates of freight, take thirty million dollars from the pockets of the producers of the Northwest in the transportation of the product of a single year. Why should the railway companies combine against the laboring man? They fix the rates of transportation of passengers and of freight. If the railroads can agree to reduce wages, can they not agree to put their prices at a figure which will enable their employes to live?

Firemen, brakemen and laborers are demanding the payment of back dues, and protesting against a sharp reduction of their wages now generally threatened. They refused longer to work without security upon both these points; they abandon their trains, and refuse to permit them to be handled by other operators. The President of the Baltimore & Ohio Company, ignoring both the authority and ability of the States of Maryland and West Virginia to enforce their own laws, invites the interference of the Federal Government, and with characteristic modesty suggests to the President of the United States what he should do under the circumstances, and the President hastens to dispatch a few troops from different parts to do what several States are unable to accomplish, to wit, to control a "strike," not to put down an "insurrection." The Governor of Pennsylvania was appealed to for military aid to thwart a similar movement of employes on the Pennsylvania Railroad, and the Governor of New York did likewise for the Erie Company. Of course the great mass of our people hear but one side of the questions at issue between the corporations and their employes. They read column after column of dispatches from Presi-

dents, Superintendents and other general and minor officers and agents, from Governors of States, Adjutant-Generals and other political officials, and the general inference is that the corporate authorities are altogether in the right, and the employes altogether in the wrong, only fit to be dealt with by the strong arm of the "law," backed by State or Federal bayonets. By the plain, blunt but truthful testimony of many a railroad employe, how many of these ignorant and conceited railway managers would be made to hide their faces. Yet they are, as a class, too biggoted to listen to the appeals of their employes.

The men engaged in the present "strike" are principally firemen and brakemen. Now, what are the duties of a fireman? A fireman is compelled to work in the round house several hours polishing his engine before he starts out on the road, and then he is on the road from six to twelve hours per day. The duties of brakemen are too well understood to require any special description. They are arduous; they involve constant exposure in passing from car to car at all hours of the day and night, and on freight trains very often chilled and blinded by rain and smoke; creeping over the roofs of cars from brake to brake, upon the shrill summons of the engineer, to avoid a danger, of the nature of which they know nothing. For this service, and risk, and exposure, they receive from \$1.25 to \$1.40 per day, or trip. But this is not all; they are away from their homes more than one-half their time, and when so away must provide themselves with food and lodging at their own cost. This necessary outlay absorbs no

small fraction of their daily or monthly pay.

The strike began at Martinsburg, W. Va., on the Baltimore & Ohio road, and soon after the Pennsylvania, Erie, New York Central & Hudson River, Philadelphia & Reading, Delaware & Lackawanna, Indianapolis & St. Louis, Terre Haute & Indianapolis, Ohio & Mississippi, St. Louis & Southeastern, Missouri, Kansas & Texas, Cairo & St. Louis, Texas Pacific, Indianapolis, Bloomington & Western, St. Louis, Kansas City & Northern, St. Louis, Alton & Terre Haute, Wabash, Pittsburg, Ft. Wayne & Chicago, Pittsburg, Cincinnati & St. Louis, Allegheny Valley, Central of New Jersey, Lehigh Valley, Lake Shore & Michigan Southern, Chicago, Burlington & Quincy, Illinois Midland, and Missouri Pacific fell into line. The men who struck did all in their power to prevent "scabs" from taking their places, but outside of this no "violence" was indulged in, until the military was called into requisition to shoot down men, women and children, who were clamoring for bread. The Governor of Pennsylvania, together with Tom Scott, should be held responsible for the terrible slaughter at Pittsburg, and the Governor of Maryland should also be held responsible for the bloodshed in Baltimore.

Many roads that had ordered a reduction, after seeing the difficulty impending, took down their orders. In almost every case where the men returned to work, a compromise was effected in favor of the men. The Baltimore & Ohio and Pennsylvania roads are still out. The strikers on these lines are firm, and a compromise will probably be made with them.

SOLID FACTS.**The Trainmen's Address to the Stockholders of the Pennsylvania Road.**

The following address from the employes of the Pennsylvania Railroad has, we learn, been sent to all the stockholders of the road. It will, we hope, have the effect of causing them to see why the "road ain't making any money":

"An Address to the Stockholders of the P. R. R. from their Employes:

"We respectfully call your attention to our grievance in connection with your road, on which many of us have been employed for years. Our wages have been from time to time reduced, so that now many of us do not earn an average of *seventy-five* cents per day. We have sympathized fully with your Directors in all their past efforts to further the interest of your company, and accepted the situation so long as it guaranteed to us a bare living, but in the last move too many of us was guaranteed a pauper's home, and this, too, when your more fortunate Directors were luxuriating at summer resorts in princely style. To this comfortable enjoyment on their part, under most circumstances, it is not our province to complain, but when the results of this dissipation and fashionable folly is visiting the starving firesides of their employes, it does become us to protest. It may be that the above does not appear to you definitely how the present, to us—unhappy state of affairs—is influenced by the acts of your managers. To elucidate, we will call your attention to a few facts, showing that it is not the depression of business that compels your Directors to starve us and our families, but the unbusiness-like management of the

affairs of your road. We will cite a few cases in point. Last year your road received some (mark the figures) seven million dollars for freight on oil shipped by the Standard and other refining interests, not owned by the Empire, Potts, or other Pennsylvania outside interests. Prior to these large shipments being drawn upon the Pennsylvania Railroad, freight to the seaboard was about 80 cents per barrel, but so soon as interests were harmonized, the Pennsylvania Railroad received \$2 per barrel for the same service, seven-eighths of which was paid by the foreign buyer. Not satisfied with this immense increase of their revenues from a legitimate source, the influence of your road was used to destroy the business of its best customer for the purpose of building up individual interest; from which you, the stockholders, have income. And what is the result? The traffic has almost disappeared from the Pennsylvania Railroad, and in place of seven millions income this year, in which the shipments are in excess of last year, your road will scarcely receive one-half the amount. We call your attention to this fact, which alone would have enabled your company to pay us at least enough for a living. Then again, your road has been used for over twenty-five years in transporting coal to the seaboard from western mines at a price which would barely pay for motive power. Competition did not necessitate this low service. In this item alone 'millions have been lost to your road,' while that healthy competition in trade which is the life of a road, was totally crushed out by the discouragements given to other shippers. We again call your attention to the existence of the many 'fast

freight lines' which run upon your road, from which you receive only a small pittance, while others, who should have your interests at heart, are sapping the very life blood from your road for their own aggrandizement. Then in the passenger service the same indifference to your interests is clearly shown. It is only necessary to watch each through train to see how it is overloaded with cars belonging to a foreign corporation, which pays fifty cents to \$1.50 per car dividends annually to their stockholders, among which you will find many familiar faces. This comfort traffic is not alone in this drain upon your passenger trains—as the express traffic for which you receive a small return, will frequently, in fruit and oyster season, have one or two extra sections on passenger schedule. Have you ever examined how much your road gets for this service? Then again, is it good economy that your road should allow a single firm to pocket hundreds of thousands annually of what should be your earnings for a clerical transfer service? In the few of many similar points above noted, is it not possible that your road loses annually more than her present income from all other sources? We think we can with justness and hope of better things in the future lay our grievances before you; and assure you if you do not give the same vigilance to your interests in this company that we are compelled to give in our duties upon the road, you will in a few years have a wreck beyond repair for your indifference. Do not let high sounding titles or positions deter you from action. When you have the examples of Jay Cooke & Co., Tweed, National Trust Company, Freedman's Bank, etc.,

to tell you that high toned reputation, without strict business qualifications, will not suffice to guarantee success."

THE Public Printer recently delivered the First Annual Report on the Internal Commerce of the United States. It says, among other things, that the value of the railroads of the United States is about twenty-three times the value of the shipping engaged in our foreign commerce, and that the value of our internal commerce is twenty-five times the value of our foreign commerce; that eighty-seven per cent. of the grain shipped from the West to the seaboard during the last year was transported on railway lines, and that over ninety per cent. of the entire internal commerce of the country is on railroads. Although the total amount of the contributions of the Government up to the close of the year 1876, in aid of railroad construction amounted to fourteen millions, embracing the land grants and subsidies to the Pacific Railroads, yet this sum is only three per cent. of the entire cost of the railroad system of the country.

HENRY WARD BEECHER says the railroad strikers ought to be satisfied with their wages. Beecher could live luxuriously on \$3,000 a year, but don't. He wants and gets \$40,000 annually. If some of his worthy supporters would reduce his salary and distribute the reduction among their employes, who earn their bread by the sweat of their brow, it would be something like justice. Beecher got \$40,000 for "capering in a lady's chamber with the lasciviousness of a lute," and preaching doctrines which he don't believe.

• AMID the excitement consequent upon the great outbreak of labor against its oppressors, the following from the Associated Press dispatches has a strange significance: "Jay Gould at Long Branch (Sunday) predicted a monarchy, and said he would give a million dollars to see Grant in the White House." What does it mean? What can it mean save this: Let the Republic perish; better the downfall of freedom than the loss of any of my ill-gotten but none the less precious money? To the great majority of the American people that declaration of the impotent railway monarch was more repulsive than Shylock's: "I would my daughter were dead at my foot, and the jewels in her ear! Would she were hearsed at my foot, and the ducats in her coffin." Poor men won and poor men preserved the liberty of the nation with their lives; the Gould Judas-like, are ready to sell it for a few dollars. They are ready to sell their country rather than restore the wages out of which workmen have been defrauded. They are lost to patriotism as well as to humanity.

Let Mr. Gould be thanked, however, for making public the idea which has been simmering in the brains of capitalists for several years that they, and not the people, are the real rulers of the country. Through such hideous shapes as the lobby and the ring they have tested their idea with legislatures and congress. They have been confirmed in their delusion. Every Senator, every Representative, State or National, can show passes over all the railroads in the country (if nothing more) as the reward of his labors in their behalf. They are mistaken, however, they do not govern the

country. Wealth governs the country it is true, but it is the people's wealth. The working men have made the great capitalists what they are—have made it possible for them to acquire the enormous wealth they hold. Consequently when they use their wealth to oppress the workingmen and corrupt the Government, it may be justly taken from them. The Government is for the people; not the people for the Government.

THE terrible railroad strike which has recently swept over the country with its devastative effects is abundant food for sober thought and reflection. It is a culmination of a system of oppression which any person with common sense could have seen at the onset was destined to swamp the commercial interests of the country. The present is only the beginning of the trouble unless employers decide to deal with their employes with fairness. Labor refuses to be fettered with the shackles with which capital seeks to enthrall it, and driven to desperation it will be necessary to keep our principal cities garrisoned continually with troops in order to hold lawlessness in check. There are circumstances which drive men beyond the bounds of common sense. The pangs of hunger and the convincing knowledge that a man is oppressed and every opportunity of redress headed off, is enough to drive the outraged employe to madness.

THE Brotherhood of Locomotive Firemen's MAGAZINE for July is before us. It presents its usual handsome typographical appearance, and is edited with more than average ability. It should be in the hands of every fireman on every railroad in the country.—[Dayton (O.) "People." •

LOCOMOTIVE FIREMEN'S Monthly Magazine.

DAYTON, OHIO, AUGUST, 1877.

CONTRIBUTIONS. — *Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.*

ALL matters for the MAGAZINE must be forwarded to Wm. N. Sayre, Indianapolis, Ind., unless it be subscriptions or moneys, in which case such will be forwarded to I. J. Bennett, Dayton, Ohio.

W. R. WORTH, G. M.

REMEMBER the banner.

Look sharp for No. 75's picnic.

BROTHERS GOUNDIE, Roberts and Cowells will represent Philadelphia and Canada.

IN our last issue a slight error occurred in the card of thanks from Mr. J. C. Warner to the members of Louisville Lodge. The types got it J. E. Warner, instead of J. C. Warren.

BROTHERS F. CLARK and Joseph Beach wish to return their thanks to Mrs. Blanchett and son, and also to F. Derrick, for courtesies received from their hands.

BROTHER R. V. DODGE, Master of No. 47, met with a narrow escape a short time since. He was firing the Cincinnati express which was blown over by a wind storm near Kankakee, Ill., on the I. C. R. R. We are more than pleased to know of his rapid recovery from slight injuries.

WE regret to announce the death of a sister of Brother Will Richardson, of Louisville. Brother Richardson has the sympathy of all members of the Order.

W. H. STEWART, of No. 65, writes us often, and always reports success, and a good account of Brothers. We wish Brothers Pennock and Gallup success in their present troubles.

BROTHERS W. H. HAMILTON and Richards, of No. 64, are alive and doing active work in the cause on the Kansas Pacific.

WE are pleased to record the fact of Brother Abe Jenkinson's marriage. May you live long and prosper is our wish.

BROTHER OLMSTEAD, of No. 54, is alive to a sense of duty; he has worked wonders with the assistance of his Lodge. Brother Jos. T. Ritchie is sojourning there, and is a member of No. 54. The N. M. has good firemen on its line.

No. 23's moonlight picnic in the Woodland Gardens was a grand success. To describe it would require too much space; sufficient to say No. 23 is par excellence on picnics.

BROTHER JOS. SCHELLHORN, of No. 45, says there is too much chills in the Rose City for him. Reports Brother Stout quite ill, but not seriously. We wish him a speedy recovery.

BROTHER W. F. MUSSER, of No. 39, writes us that crops are heavy, and he looks for a big run of business on his line after harvest. We can not speak so well for this location.

BROTHERS BLAKE and Shank, of No. 71, writes of progress. We must congratulate Brother B. and lady on the new member to our ranks.

BROTHER S. HAGUE, of No. 38, will accept our thanks for ideas, which are of the very best.

BROTHERS O'BRIEN and Wyman will write to their Lodge immediately.

WE are pained to learn of Brother J. A. Leach's trouble, and trust the same will be adjusted immediately.

WE are indebted to Brother J. R. Goheen, of Topeka (Kan.) Lodge, for specimens of fine railroad printing.

FOURTH OF JULY.—No. 59 at Ashley, Pa., gave their First Annual Ball at White Haven, on the 4th, and a good time the Brothers had.

WE are under many obligations to mothers, wives and sisters of our Brothers for contributions to the MAGAZINE. Please accept our thanks.

LAWRENCE NICHOLS, of No. 14, desires to return his sincere thanks to Brothers Wm. Trenary, of No. 22, and Tobin, of No. 46, for courtesies shown him.

BROTHER BEACH, of No. 29, and Brother Raymond, of No. 69, are fast recovering from their recent sickness of some weeks duration, and are once more on the rail.

THE Boston & Albany Railroad has been retrenching in the locomotive department, at Springfield, Mass., by discharging hands of four years' standing, and employing green-horns. Judgment!

THE members of Lone Star Lodge, No. 60, return thanks for services rendered during Lodge hours, to Brothers Jerome Witherspoon, from Keystone Lodge, No. 18, and Robert Davidson, from Elkhorn Lodge, No. 28, and E. Chapelle, from Hawkeye Lodge, No. 27.

J. McDONOUGH, R. S.

Attention Union Firemen.

OFFICE GRAND LODGE, B. OF L. F., }
August 1, 1877.

*To the Grand and Subordinate Lodges,
International Union of Locomotive
Firemen:*

GENTLEMEN—If you are desirous of more friendly relations, and have in view a stronger bond of union, we will be pleased to receive such committees as you may send to represent your Order, at our Convention, to be held in Indianapolis, September 13th to 15th, inclusive.

Fraternally yours,

W. R. WORTH,
Grand Master.

It is useless for contributors to send us political articles for publication, as they are only thrown in the waste-basket. The Brotherhood has no interest whatever in politics, and the MAGAZINE being published for the benefit of the Order, will publish nothing relative thereto.

WE would be pleased to hear from the Magazine Agents of Harmony Lodge, No. 30, and Frontier City, No. 51.

WE continue to hear from Brother Pittenger, Magazine Agent of No. 53, who has been an earnest worker for the success of the MAGAZINE.

THOSE who are in arrears for subscriptions to the MAGAZINE, must pay at once, or they will be dropped from the list.

ANY subscribers failing to receive their MAGAZINE regularly, will be supplied by dropping us a postal-card.

Creditable.

We respectfully call the attention of our readers to a few facts worthy of notice. In April, 1873, the B. of L. F. was born in the little village of Port Jervis, New York, composed of a few locomotive firemen of the Erie Railway. Our objects were then but experiments, viz: the practice of benevolence and charity. Now we can point with pride to eighty Lodges that carry the banner of "Benevolence, Sobriety and Industry." In order to show our strength with that of the B. of L. E., I herewith append the following list, which plainly shows the B. of L. F. as holding the principle railroad points in the United States, and its monthly increase of members and Lodges show it to be the Order for all firemen to join:

LODGES.

B. of L. F. No.	B. of L. E. No.
1.....Port Jervis, New York.....	54
2.....Hornellsville, New York.....	47
3.....Jersey City, New Jersey.....	53
4.....Meadville, Pennsylvania.....	43
5.....Galion, Ohio.....	16
6.....Dayton, Ohio.....	28
7.....Scranton, Pennsylvania.....	58
8.....Seymour, Indiana.....	39
9.....Columbus, Ohio.....	34
10.....Cleveland, Ohio.....	31
11.....Phillipsburg, New Jersey.....	30
12.....Buffalo, New York.....	15
13.....East St. Louis, Illinois.....	49
14.....Indianapolis, Indiana.....	11
15.....St. Louis, Missouri.....	48
16.....Terre Haute, Indiana.....	25
17.....Mattoon, Illinois.....	37
18.....Fort Wayne, Indiana.....	12
19.....Alliance, Ohio.....	8
20.....Galesburg, Illinois.....	62
21.....South St. Louis, Missouri.....	42
22.....Urbana, Illinois.....	143
23.....Louisville, Kentucky.....	78
24.....Jackson, Michigan.....	2
25.....Providence, Rhode Island.....	57
26.....Nashville, Tennessee.....	33
27.....Cedar Rapids, Iowa.....	159
28.....North Platte, Nebraska.....	88
29.....Detroit, Michigan.....	1
30.....Susquehanna, Pennsylvania.....	137
31.....Peoria, Illinois.....	92
32.....Grand Rapids, Michigan.....	192
33.....Jackson, Tennessee.....	93
34.....Burlington, Iowa.....	157
35.....Lafayette, New Jersey.....	7
36.....Lafayette, Indiana.....	44
37.....Altoona, Pennsylvania.....	50
38.....Pittsburg, Pennsylvania.....	102
39.....Austin, Minnesota.....	

40.....Bloomington, Illinois.....	32
41.....Aurora, Illinois.....	19
42.....Sedalia, Missouri.....	178
43.....St. Joseph, Missouri.....	107
44.....Brookfield, Missouri.....	29
45.....Little Rock, Arkansas.....	182
46.....Springfield, Illinois.....	23
47.....Chicago, Illinois.....	10
48.....Harrisburg, Pennsylvania.....	74
49.....Springfield, Massachusetts.....	63
50.....New York City.....	105
51.....Oswego, New York.....	152
52.....Logansport, Indiana.....	20
53.....Sunbury, Pennsylvania.....	98
54.....Moberly, Missouri.....	86
55.....Memphis, Tennessee.....	21
56.....Topeka, Kansas.....	130
57.....Boston, Massachusetts.....	61
58.....Hoboken, New Jersey.....	171
59.....Ashley, Pennsylvania.....	
60.....Philadelphia, Pennsylvania.....	71
61.....St. Paul, Minnesota.....	150
62.....Carbondale, Pennsylvania.....	166
63.....Danville, Illinois.....	100
64.....Ellis, Kansas.....	141
65.....Brockville, Ontario.....	188
66.....Belleville, Ontario.....	189
67.....Toronto, Canada.....	70
68.....Jersey City, New Jersey.....	135
69.....Ft. Gratiot, Michigan.....	
70.....Marshall, Texas.....	187
71.....Albany, New York.....	46
72.....Camden, New Jersey.....	22
73.....Worcester, Massachusetts.....	64
74.....Kansas City, Missouri.....	81
75.....Philadelphia, Pennsylvania.....	45
76.....East Saginaw, Michigan.....	99
77.....Denver, Colorado.....	186
78.....Binghampton, New York.....	172
79.....Cincinnati, Ohio.....	95
80.....	
81.....	
82.....	

} Organizing.

We call this a grand success in four years, and a detailed statement of our charitable actions only proves the solidity of our Order.

W. N. SAYRE,
Secretary Grand Lodge.

THE July number of the BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE is on our table. It has 32 pages, is neatly and becomingly gotten up, and displays considerable editorial ability. It is published by I. J. Bennett, at Dayton, Ohio, at the reasonable price of one dollar and ten cents per year.—[Colton (Cal.) Semi-Tropic.

A NEW Lodge was organized at Cincinnati last month, and the boys there are happy.

VICE-GRAND MASTER BRODERICK made a flying visit to Indiana during the past month.

Resolutions.

PHILLIPSBURG, N. J. June 18, 1877.

At a regular meeting of Excelsior Lodge, No. 11, Brotherhood of Locomotive Firemen, the following preamble and resolutions were passed unanimously:

"WHEREAS, We have received from members of Division No. 30, Brotherhood of Locomotive Engineers, much courtesy and gentlemanly treatment, while on official business with them; therefore be it

Resolved, That we fully sympathize with and endorse the principles of the Brotherhood of Locomotive Engineers; that we hope the kind feelings engendered in the past between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen may be strengthened in the future.

Resolved, That a copy of these resolutions be presented to Division No. 30, Brotherhood of Locomotive Engineers, and the *Engineers' Journal* and *FIREMEN'S MAGAZINE* for publication.

"JOHN W. SINCLAIR,
"LESLIE D. SALISBURY,
"OLIVER KIDNEY,
"Committee."

—O—
BOSTON, MASS., June 25, 1877.

At a regular meeting of Boston Lodge, No. 57, B. of L. F., at their hall, No. 47 Hanover street, June 17th, 1877, after the regular order of business was disposed of, the members were agreeably surprised by being made the recipients of several neatly framed mottoes, namely: "Non-Attendance Begets Disinterestedness and thus the General Good Suffers by Individual Neglect," "No Degree of Perfection can be Attained Without Hard and Earnest Labor." The presentation was made by our worthy Vice Master, Brother S. M. Stevens, who made some appropriate remarks in regard to the same. After they were received and examined by the Brothers, they were

placed upon the walls, so as to impress upon them the necessity of following them closely in order to make their efforts a success; and as a token of our appreciation and regard for our worthy Brother, we tender the following resolutions:

Resolved, That the sincere thanks of this Lodge, No. 57, B. of L. F., be returned to our worthy Brother, considering that it is very essential that we should keep in our minds the same, and that we will endeavor to profit by the sterling precepts of these mottoes.

Resolved, That we shall ever remember our worthy Brother, who has manifested such a great interest in our Order in our behalf, and hope that he may live to reap the benefits of the same.

Resolved, That a copy of these resolutions be given Brother Stevens, and a copy be sent to the B. of L. F. MAGAZINE for publication.

L. L. PARKER, JR.,
C. H. MOULTON,
JOHN C. ADAMS,
Committee.

—O—
FORT GRATUIT, MICH., June 25, 1877.

At a regular meeting of Huron Lodge, No. 69, B. of L. F., in their hall, June 24th, 1877, the following resolutions were adopted:

Resolved, That we, the members of Huron Lodge, No. 69, B. of L. F., as a body, return to the wife of our worthy Brother, J. D. Brintnall, our sincere thanks for the beautiful motto and frame, containing the words (which we think are very appropriate): "Labor Hath Sure Reward."

Resolved, That such tokens of esteem tend to encourage us to endeavor to make friends, and to cherish those that are friends to us and to our cause at present.

Resolved, That a copy of these resolutions be presented to Mrs. J. D. Brintnall, and also that a copy be forwarded to the B. of L. F. MAGAZINE for publication.

CHAS. RAYMOND,
THOS. W. LORD,
JAS. BYRNE,
Committee.

Resolutions of Condolence.

PHILLIPSBURG, N. J., June 10, 1877.

At a regular meeting of Excelsior Lodge, No. 11, B. of L. F., the following preamble and resolutions were adopted:

WHEREAS, It has pleased our Great Grand Master, in his infinite wisdom, to lay the hand of affliction on our worthy Brother, Henry Turner, by calling to His home on high their only child and daughter, Nora Merty May, the pride and joy of their lives, aged 1 year, 9 months, and 27 days.

Resolved, That to our worthy Brother and his wife we tender our sincere and heartfelt sympathy in this their hour of bereavement, trusting that they may find consolation in the word of our Savior: "Suffer little children to come unto me, for such is the kingdom of heaven."

Resolved, That as a token of respect these resolutions be copied on our minutes, and published in the B. of L. F. MAGAZINE, and that a copy be sent to the bereaved parents.

L. D. SALISBURY,
E. E. TEEL,
H. LOTT,
J. N. WOLF,
Committee.

PHILLIPSBURG, N. J., June 10, 1877.

At a regular meeting of Excelsior Lodge, No. 11, B. of L. F., the following resolutions were passed unanimously:

WHEREAS, We believe in promoting kind feeling and brotherly regard throughout our Order; therefore be it

Resolved, That our thanks are due and hereby tendered to Scranton Lodge, No. 7, B. of L. F., for the kind and gentlemanly manner in which they treated our members while on an official visit to them.

Resolved, That a copy of these resolutions be presented to Scranton Lodge, No. 7, B. of L. F., and a copy sent to the B. of L. F. MAGAZINE for publication.

JOHN W. SINCLAIR,
LESLIE D. SALISBURY,
OLIVER KIDNEY,
Committee.

BROTHER BLACK, of No. 64, is rapidly recovering, we are pleased to learn.

ALL Lodges of B. of L. F., will have your delegates fully instructed on such changes as you wish made in the Insurance Departments. Full accounts are required from each Lodge.

EXECUTIVE COMMITTEE.

AS THE time for the meeting of the Grand Lodge is drawing near, we hope each Lodge that expects to compete for the banner will send to the office of the MAGAZINE the number of members in their Lodge. The banner will be given to the Lodge furnishing the greatest number of subscribers in proportion to their membership. Reports must be sent in by September 1st.

ST. LOUIS, MO., July 28, 1877.

Editors of B. of L. F. Magazine:

Will you be kind enough to tell us through the MAGAZINE what is, in your opinion, the best injector in use.

KANSAS PACIFIC.

There are no better injectors in use than the "Little Giant" and "Mack's," whose advertisements appear in the front and back of the MAGAZINE.

Withdrawals.

From No. 29 to join No. 69.—Jos. Beach.

BLACK LIST.**EXPELLED.**

No. 14.—Chas. McCarty, expelled for bad principles; Jas. Breen, defrauding Lodge.

No. 15.—M. Jordan, slandering a Brother and acting ungentlemanly.

Correction.—In No. 8, F. McCarty appears as expelled from No. 12. It should read, No. 66—Look out for him.

Grand Lodge Officers.

W. R. WORTH.....	Grand Master,
Brookfield, Mo.	
JOHN BRODERICK.....	Vice Grand Master,
Hornellsville, N. Y.	
WM. N. SAYRE.....	Grand Sec'y and Treas'r,
Indianapolis, Ind.	
J. W. RICHARDSON.....	Grand Warden,
Louisville, Ky.	
C. W. BULLIS.....	Grand Conductor,
Grand Rapids, Mich.	
J. W. SINCLAIR.....	Grand Inner Guard,
Phillipsburg, N. J.	
L. M. HOLLOWAY.....	Grand Outer Guard,
Pittsburg, Penn.	
JAMES HUNT.....	Grand Marshal,
East St. Louis, Ill.	
MARION BARNHILL.....	Grand Chaplain,
Indianapolis, Ind.	

Grievance Committee.

W. R. WORTH.....	Chairman
J. BRODERICK.....	Assistant Chairman
WM. N. SAYRE.....	Secretary
M. B. FARKINGTON.....	North Platte, Neb
F. B. ALLEY.....	Louisville, Ky
W. C. BYERS.....	Cedar Rapids, Iowa
JAS. GORMAN.....	Oswego, New York
GEO. W. HEIDENTHAL.....	Port Jervis, New York
J. C. BARNARD.....	Urbana Illinois

Officers of Insurance.

G. W. HEIDENTHAL, Pres't.....	Port Jervis, N. Y.
J. C. BARNARD, Vice-Pres't.....	Urbana, Ill.
W. N. SAYRE, Sec. & Treas.....	Indianapolis, Ind.

Finance Committee.

R. ESBAGE, Chairman.....	Terre Haute, Ind.
CHARLES BOND.....	Indianapolis, Ind.
W. LARUE.....	Indianapolis, Ind.
C. T. RITCHIE.....	Urbana, Illinois
WM. HUGO.....	Indianapolis, Ind.

Executive Committee.

O. W. CUTLER, Chairman.....	Providence, R. I.
M. FRITZ.....	
J. A. SHUFELT.....	Buffalo, N. Y.
D. E. ELLIOTT.....	New York City
H. H. CLAPP.....	Galesburg, Illinois
W. C. BYERS.....	Cedar Rapids, Iowa
R. V. DODGE.....	Chicago, Illinois
J. S. BEACH.....	Detroit, Michigan
GEORGE H. BRAGA.....	Mansfield, Mass.
M. W. CAMPBELL.....	Little Rock, Arkansas
G. C. WHITTECAR.....	Scranton, Penn.

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Monday evening at 7:30.	
J. B. Fisher.....	Master
E. G. Medrick.....	Rec. Sec'y
M. Gould (Box 732).....	Insurance Agent
L. D. Miller.....	Magazine Agent

2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. F. Hall, on Main street.

H. D. Foster.....	Master
J. E. Donevan.....	Rec. Sec'y
H. W. Plummer.....	Insurance Agent
H. W. Plummer.....	Magazine Agent
3. JERSEY CITY, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove street, every Thursday at 8 p.m.

E. W. Davis (190 11th street).....	Master
J. Gerrish, 185 Tenth st.....	Rec. Sec'y
Chas. Vallaur.....	Insurance Agent

 (Morris & Essex Eng. House, Hoboken, N. J.)
4. GREAT WESTERN, at Meadville, Pa. Meets 2d and 4th Sundays at 7:30, at M. and B. Hall, Water street.

K. D. Cobb.....	Master
J. F. Huffman.....	Rec. Sec'y
L. Williamson.....	Insurance Agent
Samuel Quackenbush.....	Magazine Agent
5. UNION, at Galion, Ohio. Meets every Wednesday evening.

A. Jenkinson.....	Master
C. Bennett.....	Rec. Sec'y
V. Schull.....	Insurance Agent
Chas. Bennett.....	Magazine Agent
6. DAYTON, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow streets, first Sunday of each month.

Frank States (19 Zeigler street).....	Master
J. C. McCutcheon.....	Rec. Sec'y
Chris. Sweetman.....	Insurance Agent
Chris. Sweetman.....	Magazine Agent
7. SCRANTON, at Scranton, Pa. Meets in Red Men's Hall, every 2d and 4th Sunday of each month.

M. Moran.....	Master
S. D. Schooley.....	Rec. Sec'y
G. C. Whitticar.....	Insurance Agent
S. D. Schooley (Box 37).....	Magazine Agent
8. JACKSON, at Vincennes, Indiana.

F. N. Schooley.....	Master
W. P. Huffman.....	Rec. Sec'y
9. FRANKLIN, at Columbus, Ohio. Meets in B. of L. E. Hall, 1st and 3d Tuesday nights of each month.

J. W. Tamplin, 139 W. 2d avenue.....	Master
J. Q. Glenn, 78 Spruce st.....	Rec. Sec'y
J. Q. Glenn, 78 Spruce st.....	Magazine Agent
10. CLEVELAND, at Cleveland, Ohio.

D. T. Henderson.....	Master
A. C. Burke.....	Rec. Sec'y
D. T. Henderson.....	Insurance Agent

 (C. C. C. & I. Engine House.)
11. EXCELSIOR, at Phillipsburg, N. J. Meets in May Council, O. U. A. M. hall, 2d and 4th Sundays, at 2 p. m.

O. Kidney.....	Master
G. Williams.....	Rec. Sec'y
W. Kechline (Box 136).....	Insurance Agent
J. S. Gorgas.....	Magazine Agent
12. BUFFALO, at Buffalo, N. Y. Meets every evening: hall, 233 Michigan st.

J. W. Aylesworth.....	Master
A. L. Jacobs (101 Spring st.).....	Rec. Sec'y
J. H. Crossman.....	Insurance Agent

 (498 Swain street.)

I. H. Crossman.....	Magazine Agent
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13. MISSISSIPPI VALLEY, at East St. Louis, Ills. Meets every Sunday at 2 p. m. in Jackiesch's hall.

Geo. McGarrahan.....	Master
J. L. Benedict.....	Rec. Sec'y
Jas. H. Hunt.....	Insurance Agent
Jas. H. Hunt.....	Magazine Agent

14. **EUREKA**, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington street.
W. La Rue.....Master
M. Barnhill (Bee Line Shops).....Rec. Sec'y
Wm. Hugo.....Insurance Agent
C. Duckwiler.....Magazine Agent
15. **PACIFIC**, at St. Louis, Mo.
I. Rogers.....Master
Jas. Clough (3012 Sarah st.).....Rec. Sec'y
J. D. Rogers.....Insurance Agent
(Box 60, Chamolis, Mo.)
J. F. Clough.....Magazine Agent
16. **VIGO**, at Terre Haute, Ind. Meets every Wednesday evening, at cor. Seventh and Main streets.
Robert Ebbage.....Master
E. V. Debbs (Box 104).....Rec. Sec'y
Wm. Davis (Box 522).....Insurance Agent
C. A. Bennett (Box 1074).....Magazine Agent
17. **LEACH**, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
M. Morgan.....Magazine Agent
18. **FRIENDSHIP**, at Fort Wayne, Ind.
B. F. Cooper.....Master
(P. Ft. Wayne & C. Eng. House.)
F. Snyder, 138 Force st.....Rec. Sec'y
J. R. Anderson.....Insurance Agent
(P. Ft. Wayne & C. Eng. House.)
Ferd. Snyder.....Magazine Agent
19. **HOPE**, at Alliance, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
Wm. Nazor.....Magazine Agent
20. **WESTERN STAR**, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
O. D. Pratt (Box 588).....Insurance Agent
21. **INDUSTRIAL**, at South St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Insurance Agent
22. **CENTRAL**, at Urbana, Ill.
M. W. Dwyer.....Master
Wm. Trenary.....Rec. Sec'y
M. W. Dwyer.....Magazine Agent
C. T. Ritchey.....Insurance Agent
23. **LOUISVILLE**, at Louisville, Ky. Meets every Sunday.
Frank B. Alley (285 Wengel st.).....Master
J. W. Richardson.....Rec. Sec'y
J. W. Richardson.....Insurance Agent
(379 E. Jefferson.)
J. W. Richardson.....Magazine Agent
24. **H. G. RUST**, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
Wm. E. Brewer.....Insurance Agent
(Lock Box 550.)
Miles Grosvenor.....Magazine Agent
25. **PROVIDENCE**, at Providence, R. I.
Meets every Monday night at Engineers' Hall.
A. P. Green (Box 1052).....Master
H. C. HOWARD (81 Smith st.).....Rec. Sec'y
A. P. Green (Box 1052).....Insurance Agent
E. H. Sanford (Box 1052).....Magazine Agent
26. **J. W. THOMAS**, at Nashville, Tennessee.
Meets 1st and 3d Sundays in each month at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey.....Rec. Sec'y
(cor. W. Gay and Hines sts.)
Will Achey.....Magazine Agent
27. **HAWKEYE**, at Cedar Rapids, Iowa.
F. A. Davis.....Master
A. S. Funk.....Rec. Sec'y
Ed. L. Day.....Insurance Agent
W. S. Davis.....Magazine Agent
28. **ELKHORN**, at North Platte, Neb.
H. J. Clark.....Master
J. E. Phillips.....Rec. Sec'y
H. J. Clark.....Magazine Agent
29. **CHAMPION**, at Detroit, Mich.
J. A. Robertson.....Master
(315 Congress street, West Detroit.)
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Frank Clark (257 17th st.).....Magazine Agent
30. **HARMONY**, at Susquehanna, Dep.
James Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent
31. **FORT CLARK**, at Peoria, Ill.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. **AMERICUS**, at Grand Rapids, Mich.
Charles Jewell, 82 Center st.....Master
George H. Scott.....Rec. Sec'y
33. **CECIL FLEMING**, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
J. Jones.....Magazine Agent
34. **ORCHARD CITY**, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
L. H. Ingersoll.....Magazine Agent
35. **WASHINGTON**, at Lafayette, N. J.
J. C. Cline (142 Marshal st.).....Master
A. C. Schenck (120 Broadway).....Rec. Sec'y
F. Wynkoop.....Magazine Agent
(Somerville, N. J.)
36. **TIPPECANOE**, at Lafayette, Ind. Meets every Sunday at 2 p. m., at B. of L. F. Hall, corner Sixth and Main sts., Curtis' Block.
C. E. Quaco (216 Main street).....Master
J. H. Brewer.....Rec. Sec'y
H. C. Ward.....Insurance Agent
C. E. Quaco, 26 Main st.....Magazine Agent
37. **MOUNTAIN CITY**, at Altoona, Pa.
D. S. Long.....Master
J. Miles Sionbreaker, Box 343.....Rec. Sec'y
F. J. Stone.....Insurance Agent
J. H. McMurray, Box 343.....Magazine Agent
38. **KEY STONE**, at Pittsburg, Pa. Meets every Monday evening at Odd Fellows' Hall, Beaver avenue.
D. Larned (1038 Penn. Ave.).....Master
Burt E. Gove.....Rec. Sec'y
(131 Juniata st., Allegheny)
Burt E. Gove.....Magazine Agent
39. **NORTH STAR**, at Austin, Minn.
H. M. Baker.....Master
J. J. Burns.....Rec. Sec'y
Wm. Chambers.....Magazine Agent
40. **BLOOMING**, at Bloomington, Ill.
Charles C. Hotchkiss, 1206 N. Lee st.....Master
James Martin.....Rec. Sec'y
T. O'Neill.....Insurance Agent
T. O'Neill.....Magazine Agent
(902 W. Chestnut street.)
41. **FOX RIVER**, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
G. L. Cummings.....Magazine Agent

42. **MISSOURI VALLEY**, at Sedalia, Mo. Meets every 3d Sunday and every 4th Wednesday.
 R. C. Yopst.....Master
 C. Schernowkie.....Rec. Sec'y
 R. S. Sullivan.....Insurance Agent
 L. D. Palmer.....Magazine Agent
43. **ST. JOSEPH**, at St. Joseph, Mo.
 L. Mooney.....Master
 D. C. Pierce.....Rec. Sec'y
 James Harwood.....Insurance Agent
44. **RELIABLE**, at Brookfield, Mo. Meets 2d and 4th Thursdays, in B. of L. E. Hall.
 R. Cheney.....Master
 S. Leonard.....Rec. Sec'y
 W. R. Worth (Box 13).....Insurance Agent
 W. R. Worth (Box 13).....Magazine Agent
45. **ROSE CITY**, at Little Rock, Ark. Meets in Engineers' Hall, cor. Main and Second streets, every Sunday at 2:50 p. m.
 M. W. Campbell (Lock Box 648).....Master
 James Waldrup.....Rec. Sec'y
 Joseph Schellhorn.....Insurance Agent
46. **CAPITAL**, at Springfield, Ill. Meets every Wednesday night at Engineers' Hall.
 L. A. Wisman, South 11th st.....Master
 H. C. Bingham, 1308 Jackson st.....Rec. Sec'y
 L. Wisman.....Insurance Agent
 (1201 West Chestnut street.)
 Joseph Henry.....Magazine Agent
47. **TRIUMPHANT**, at Chicago, Ill. Meets 2d and 4th Sundays in each month, at 7 p. m., in Railroad Chapel.
 R. V. Dodge (No. 12, 18th st.).....Master
 P. G. Eich (65 E. Polk st.).....Rec. Sec'y
 P. Furlong.....Insurance Agent
 W. H. Gould & P. Furlong.....Magazine Agents
48. **AMICITI**, at Harrisburg, Pa.
 Wm. Stiner (4th and Reily sts.).....Master
 L. C. Clemson.....Rec. Sec'y
 937 Pennsylvania avenue
 C. W. Grayon.....Magazine Agent
49. **SPRINGFIELD**, at Springfield, Mass.
 H. C. Davis.....Master
 C. O. Mansur.....Rec. Sec'y
 G. J. Connor.....Insurance Agent
 W. M. Ball.....Magazine Agent
50. **NEW YORK CITY**, at New York. Meets 1st and 3d Sunday mornings, and 2d and 4th Saturday Saturday nights in each month, at 869 Second avenue.
 H. J. Hedden (616 Lexington ave.).....Master
 H. E. Pepper.....Rec. Sec'y
 L. J. Park (211 E. 46th st.).....Magazine Agent
51. **FRONTIER CITY**, at Oswego, N. Y.
 A. L. Baldwin, East Mitchell st.....Master
 Burt Lewis.....Rec. Sec'y
 M. Gorman.....Magazine Agent
52. **GOOD WILL**, at Logansport, Ind.
 J. S. Cool.....Master
 J. S. Cool, Lock-box 628.....Rec. Sec'y
 C. D. Cool.....Magazine Agent
53. **FIDELITY**, at Sunbury, Pa.
 John Pittenger.....Master
 D. F. Vollmer (Box 276).....Rec. Sec'y
54. **ANCHOR**, at Moberly, Mo. Meets 1st and 3d Sundays in each month at I. O. O. F. Hall.
 M. Olmsted.....Master
 J. Hyndman.....Rec. Sec'y
 J. A. Chapman.....Insurance Agent
 F. Wilcox.....Magazine Agent
55. **BLUFF CITY**, at Memphis, Tenn. Meets every Sunday at 2 p. m. at Engineers' Hall, Adams street.
 Wm. Bender, 206 Old Raleigh st.....Master
 O. B. Hanes.....Rec. Sec'y
56. **TOPEKA**, at Topeka, Kan. Meets at Odd Fellows' Hall 1st and 3d Sundays of each month.
 George Scott.....Master
 J. R. Geheen.....Rec. Sec'y
 Charles McIlroy.....Magazine Agent
57. **BOSTON**, at Boston, Mass. Meets 1st and 3d Sundays of each month, at 10:30 a. m., and 2d Wednesday at 7:30 p. m., in Engineers' Hall, 47 Hanover street.
 L. L. Parker, Jr.....Master
 (70 Cambridge street, E. Cambridge, Mass.)
 B. F. Dean (Box 64, E. Boston).....Rec. Sec'y
 L. L. Parker, Jr.....Magazine Agent
58. **STAR**, at Hoboken, N. J. Meets 2d Sundays and 4th Thursdays, at 67 Newark street.
 E. Sturges, Box 56.....Master
 B. P. Bullock.....Rec. Sec'y
 (27 Washington Terrace)
59. **ASHLEY**, at Ashley, Pa.
 J. M. Peck.....Master
 A. E. Detro.....Rec. Sec'y
 Joseph Bennett.....Insurance Agent
 Joseph Bennett.....Magazine Agent
60. **UNITED**, at Philadelphia, Pa.
 W. R. Roberts (256 Diamond st.).....Master
 J. L. Bodley (416 W. Norris st.).....Rec. Sec'y
 Robert Deary.....Insurance Agent
 (North Pennsylvania Eng. House.)
 Robert Deary.....Magazine Agent
61. **MINNEHAHA**, at St. Paul, Minn. Meets every 2d and 4th Sundays at 3 p. m., cor. 7th and Jackson sts., Engineers' Hall.
 R. Peel (Box 1534).....Master
 W. Hubbs (St. P. & P. Shops).....Rec. Sec'y
 R. Peel.....Insurance Agent
 R. Peel (183 Exchange st.).....Magazine Agent
62. **VAN BERGEN**, at Carbondale, Pa. Meets in Engineers' Hall every Tuesday night.
 E. McCauley.....Master
 J. Van Dermark.....Rec. Sec'y
 O. E. Histed.....Insurance Agent
 A. W. Hoyle.....Magazine Agent
63. **HERCULES**, at Danville, Ill. Meets every 3d Sunday and every 4th Wednesday.
 W. A. Pickering.....Master
 J. A. Bain, C. D. & V. shops.....Rec. Sec'y
 L. Brownold.....Insurance Agent
 J. A. Bain.....Magazine Agent
64. **LOYAL**, at Ellis, Kan. Meets in B. of L. E. Hall.
 W. H. Hamilton.....Master
 W. H. Cook.....Rec. Sec'y
 W. H. Hamilton.....Magazine Agent
 (Box 16, Brookville, Kan.)
65. **ISLAND CITY**, at Brockville, Ontario, (Canada). Meets 2d and 4th Sundays in B. of L. E. Hall.
 A. E. Pennock.....Master
 W. H. Stewart.....Rec. Sec'y
 W. H. Stewart.....Insurance Agent
 W. H. Stewart.....Magazine Agent
66. **CHALLENGE**, at Bellville, Ont., (Canada). Meets 2d and 4th Sundays, in B. of L. E. Hall.
 Patrick Flannery.....Master
 James Cummins.....Rec. Sec'y
 F. Lorenger.....Insurance Agent
 Wm. Smith.....Magazine Agent

67. DOMINION, at Toronto, Can. Meets every 1st and 3d Mondays at 7:30 P. M., in B. of L. E. Hall, Duun's Block, Queen street.
Charles Pope.....Master
Wm. Prenter.....Rec. Sec'y
George Shields.....Magazine Agent
(26 Little Richmond st.)
(43 Esther st.)
-
68. HUDSON, at Jersey City, N. J.
Z. T. Ross (313 6th street).....Master
W. J. Burton.....Rec. Sec'y
Box 243 New Brunswick, N. J.
Wm. H. Surrey.....Insurance Agent
R. Hare (245 Grand st.).....Magazine Agent
-
69. HURON, at Port Huron, Mich.
T. W. Lord.....Master
(Box 13, Ft. Gratoit, Mich.)
Charles Raymond.....Rec. Sec'y
(Box 13, Ft. Gratoit, Mich.)
C. Raymond.....Insurance Agent
(Box 13, Ft. Gratoit, Mich.)
J. D. Brentnell.....Magazine Agent
(Box 13, Ft. Gratoit, Mich.)
-
70. LONESTAR, at Marshall, Texas. Meets in I. O. O. F. Hall.
A. C. Caten.....Master
James McDonough.....Rec. Sec'y
T. H. Wagensler.....Insurance Agent
James McDonough.....Magazine Agent
-
71. CAPITAL CITY, at Albany, N. Y. Meets every third Sunday and every fourth Friday night at 8 o'clock at 540 Broadway
D. O. Shank, 83 Cherry street.....Master
L. O'Brien, 7 Union street.....Rec. Sec'y
S. Smith, 103 Grand st.....Magazine Agent
John Wethernox.....Insurance Agent
55 Knox st.
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72. WELCOME, at Camden, N. J.
Wm. Cowels.....Master
L. Elberston (522 Bridge ave.).....Rec. Sec'y
H. Alcott.....Insurance Agent
A. Huston.....Magazine Agent
318 Bridge ave.
-
73. BAY STATE, at Worcester, Mass.
C. E. Bullard.....Master
T. E. Kellton, 42 Portland st.....Rec. Sec'y
T. E. Ketton.....Insurance Agent
42 Portland street
C. E. Bullard.....Magazine Agent
32 Plymouth street.
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74. KANSAS CITY, at Kansas City, Mo.
B. B. McCrum.....Master
John Clinton.....Rec. Sec'y
cor. 14th and Hickory, West Kansas City.
Frank Rogers.....Insurance Agent
1206, cor. 9th and St. Fee sts.
B. B. McCrum.....Magazine Agent
905 Penn street.
-
75. ENTERPRISE, at West Philadelphia.
M. T. Goundie.....Master
3001 Spring Garden st.
C. E. Christian, 3922 Aspen st.....Rec. Sec'y
L. H. Rocky.....Magazine Agent
[3221 Spring Garden st.]
-
76. VALLEY CITY LODGE, at East Saginaw, Michigan. Meets Sunday evenings at B. of L. E. Hall.
F. C. Blanchett.....Master
J. Lennox, Box 860.....Rec. Sec'y
J. Lennox, Box 860.....Insurance Agent
W. Hannon, Box 1199.....Magazine Agent
-
77. ROCKY MOUNTAIN, at Denver, Col. Meets every Thursday night in B. of L. E. Hall.
L. C. Ames.....Master
W. F. Hynes.....Rec. Sec'y
L. C. Ames.....Magazine Agent
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78. BINGHAMTON, at Binghamton, N. Y. Meets in B. of L. E. Hall, 2d and 4th Saturday evenings.
Thomas Milan, Box 725.....Master
Wm. T. Worrell, Box 978.....Rec. Sec'y
Wm. T. Worrell, Box 978.....Magazine Agent
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G. Harrocks, 400 George st.....Rec. Sec'y
J. R. Hagan, 168 Barr st.....Insurance Agent
W. H. Sperry.....Magazine Agent
432 George st.
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- 80, 81, 82, 83, and 84. Organizing.

THE BROTHERHOOD MAGAZINE.

DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN

Vol. 1.

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No. 10.

[Written for the B. of L. F. Magazine.]

THE BLACK PET.

BY M. S. M.



HERE were three of us sitting in the round-house one day, Charley F., his fireman and myself, when the following conversation ensued:

"Charley, what makes your hair so white?"

"Well, listen a moment and I will tell you: You remember when that great enterprise, the Union Pacific Railroad, was completed, I was then an engineer on the Erie, running the 'Mohawk.' And, as was the case with a great many, I concluded I must go West.

"So after obtaining an engineer's position for my fireman in my stead, I started for Omaha. On reaching this place, I found engineers in demand, so I obtained a berth the same day, and started for the division I

was too run on. I was given a passenger run from Sidney, four hundred and fourteen miles out from Omaha, to Laramie, five hundred and seventy-three miles, making a total stretch of seven hundred and fifty-nine miles.

"I did not like my division at all; and but one thing kept me there, and that was the keen pride I felt for my engine. She was certainly the neatest piece of machinery I ever saw. Built at the Rogers machine shops, with twenty-two inch stroke, and as near perfect as a locomotive can be made.

"Well, I had been running there nearly four months, going over the division every other day; the 'Black Pet' never losing a trip, and I was beginning to feel considerably at home. But one night I came to the depot, before leaving time, with feelings I can not describe. I felt something terrible was about to happen, but whether to me or to some of my friends, I could not tell. But I had no time to ponder over my thoughts. This night I was going east with the express, and I was surprised as I reached the depot to find No. 4 had arrived, with eight coaches, a bag-

gage and express car, ten in all. The 'Pet' had been backed down and was then coupled on the train, with a good fire and 145 pounds of steam, which was escaping rapidly. I never felt so proud of an engine in my life as I did then. Her brass nicely polished, and her head-light, which had been a special present to me, was shining brighter than ever before.

"I had just finished oiling, when the bell-cord gave the signal to leave. It was 2 o'clock, and we were off and on time. But I found the way the train held back I would have trouble to make Buford on time, as the last twenty miles was up the heaviest grade on the road. I told the conductor so the first time we stopped, and he got permission to run ahead of time till the foot of the grade was reached.

"We skipped along lively till we began going up grade, and was, at that time, seventeen minutes ahead of time, but when the top of the grade was reached we were fifteen minutes behind. We stopped but a moment at Buford, before we began going down, and it is the ride down I shall never forget! It is but six miles from Buford to Granite Canon, but this morning it did not seem over two. The 'Black Pet' gave a clear, sharp whistle for the station, followed by two short blasts to warn the brakemen that we needed water ahead. We got a slight check, and then shot ahead as if being pushed by another engine. I called for brakes a second and third time, but no response.

"Shortly after the conductor came over to the engine, his face pale as a sheet.

"My God, Charley! what will we do?" he said.

"I don't know," I replied. "Where are the brakemen? Why do they let us down here in this way?"

"The boys can not help us," the conductor answered. "The brake-shoes were not changed at Ogden, and the ones we started with came clear through from San Francisco, and when the boys undertook to check the train after starting down this hill they all gave way, and now there is not a brake on the train that will hold a pound."

"To tell all that passed through my brain that moment would be impossible. There we were, with at least twelve miles of heavy down grade between us and level track. Some time running around the edge of a cliff a thousand feet to the bottom; again we would shoot across a chasm, fifty or sixty feet wide, on a light bridge, where below us there seemed to be nothing but chaos. I took in the situation at a glance. There was but one thing left for me to do. But how I did hate to resort to that. But, I must! I had not been using steam since we first dropped over the hill, but now I reversed the 'Pet' to the back motion, and gave her all the steam she would bear. How she trembled under this unusual strain. We were then running between fifty-five and sixty miles per hour over the most dangerous part of the road, and without the power of stopping. What if we should find a loose rail, or if some treacherous cliff should drop a boulder on the track, or, and what was very reasonable to expect, that some of the 'Pet's' machinery should give way. Now, and do her best, she could only prevent us from gaining much speed, but if anything should give way there would be but a few min-

utes between us and eternity. If it were possible for iron, steel and brass to feel and know what responsibility was, the 'Pet' did that morning.

"On we flew, past ledge and cliff; slow-boards placed on either side of the most dangerous places, never did appear as plain as they did when the head-light would flash on them for a moment. The conductor came ahead, and then, for the first time, I heard the remark and realized the fact of my having an old head on young shoulders. My hair was white as snow, and I was then only twenty-four years of age.

"The 'Black Pet' never left the rails where she stopped by her own steam. A down train had to push her in, as her water was gone, and working as she had been had cut her machinery so, that when she was put in the forward motion she refused to move. The passengers came forward, after their night's sleep, to know the cause of the delay, and on finding out, I was not the only one that revered the 'Black Pet.'"

[Written for the B. of L. F. Magazine.]

A TRUE TEMPERANCE STORY

BY G. W. S.

"Pledge with wine! Pledge with wine!" cried the young and thoughtless Harvey.

"Pledge with wine!" ran through the bridal party.

The beautiful bride grew pale. She pressed her hands together, and the leaves of her bridal wreath trembled on her brow; her breath came quicker, and her heart beat wilder.

"Yes, Marion, lay aside your scruples for this once," said the Judge, in a low tone, "the company expect it. Do not so seriously infringe upon the rules of etiquette; in your own home do as you please; but in mine, for this once, please ~~me~~."

Every eye was turned toward the bridal pair.

Marion's principles were well-known. Harvey had been a convivialist, but of late his friends noticed the change in his manners and the difference in his habits. Pouring a brimming cup, they held it with tempting smiles toward Marion. She was very pale, though now more composed. Smiling, she accepted the crystal tempter, and raised it to her lips. But scarcely had she done so, when every hand was arrested by her piercing exclamation of "Oh, how terrible!"

"What is it!" cried one and all, thronging together; for she had slowly carried the glass at arm's-length, and was regarding it as though it was some hideous object.

"Wait," she answered; "wait, and I will tell you. I see," she added, slowly, pointing one of her jeweled fingers at the sparkling liquid, "a sight that beggars all description; and yet, listen—I will paint it for you, if I can. It is a lovely spot; tall mountains, crowded with verdure, rise in awful sublimity around; a river runs through, and bright flowers grow to the water's edge. There is a thick, warm mist that the sun seeks vainly to pierce. Trees, lofty and beautiful, wave to the motion of the breeze. But there a group of Indians gather, and flit to and fro, with something like sorrow upon their dark brows, and in their midst lies a ~~manly form~~—but his cheek, how deathly! his eyes, how wildly they glare around with the fitful fire of fever.

"One friend stands beside him—I should say kneels—for, see! he is pillowing that poor head upon his breast. Genius in ruins on the high, holy-looking brow! ~~War~~ should death mark it, and he so young? Look, how he throws back the damp curls. See him clasp his hands! hear his shrieks for life! how he clutches at the form of his companion, imploring to be saved! Oh, hear him call piteously his father's name! see him twine his fingers together as he shrieks for his sister—the twin of his soul—weeping for him in his distant native land! See! his arms are lifted to heaven! how wildly he prays for mercy! But fever rushes through his veins. The friend beside him is weeping! Awestricken, the dark men move silently away, and leave the living and dying together."

There was a hush in that princely parlor, broken only by what seemed a smothered sob from some manly bosom. The bride stood upright, with quivering lip, and tears streaming down her pallid cheek. Her arm had lost its extension, and the glass, with its contents, came slowly toward the range of her vision. She spoke again. Every lip was mute; her voice was low, faint, yet distinct. Still she fixed her sorrowful glance upon the wine-cup,

"It is evening now; the great white moon is coming up, and her beams fall gently on his forehead. He moves not; his eyes are rolling in their sockets, and dim are the piercing glances. In vain his friends whisper the name of father and sister. No soft hand and no gentle voice bless and soothe him. His head sinks back; one convulsive shudder—**HE IS DEAD!**"

A groan ran through the assembly. So vivid was her description, so unearthly her look, so inspired her manner, that what she described seemed actually to have taken place **THEN AND THERE**. They noticed, also, that the bridegroom had hid his face, and was weeping.

"Dead!" she repeated again, her lips quivering faster, and her voice more broken—"and there they scoop him a grave; and there, without a shroud, they lay him down in the damp, reeking earth—the **ONLY SON** of a proud father, the **IDOLIZED BROTHER** of a fond sister; and he sleeps to-day, in that distant country, with no stone to mark the spot. There he lies—**MY FATHER'S SON, MY OWN TWIN BROTHER**—a victim of this deadly poison!

"Father," she exclaimed, turning suddenly, while the tears rolled down her beautiful cheeks. "Father, shall I drink the poison, now?"

The form of the Judge was convulsed with agony. He raised not his head; but, in a smothered voice, he faltered—"No, no, my child! For heaven's sake, No!"

She lifted the glittering goblet, and, letting it fall suddenly to the floor, it was dashed to pieces. Many a tearful eye watched her movement, and instantaneously every glass was transferred to the marble table. Then, as she looked at the fragments of crystal, she turned to the company, saying:

"Let no friend hereafter, who loves me, tempt me to peril my soul for wine, or any other poisonous venom. Not firmer are the everlasting hills than my resolve, God helping me, **NEVER TO TOUCH OR TASTE THE TERRIBLE POISON**. And **HE**, to whom I have given my hand—who watched over my brother's dying form in that land of gold—will sustain me in this resolve. Will you not, my husband?"

His glistening eyes, his sad, sweet smile, was his answer.

The Judge had left the room; but when he returned, and, with a more subdued manner, took part in the entertainment of the bridal guests, no one could fail to see that **HE**, too, had determined to banish the enemy at once and forever from that princely home.

Reader, this is no fiction. I was there and

heard the words, which I have penned, as nearly as I can recollect them. This bride, her husband, and her brother who died in the gold regions of California, were schoolmates of mine. Those who were present at that wedding of my associates never forgot the impression so solemnly made, and **ALL** from that hour, **FORBROOK THE SOCIAL CLASS**.

[Written for the B. of L. F. Magazine.]

HOW I GOT, TO RO SECITY.

BY J. SCHELLHORN.

I give the following as a taste of the whole pie—a mere bit to show you the nature of the plant, or a chip out of the saw-log. A few years ago, when the C. & F. road was put through and was a new thing, I happened to be at a place then called Gravel-switch Station, on the above-mentioned road, some twenty miles from Rose City, and with the biggest kind of a scrape on my hands.

Now, when I tell you that it was nine o'clock at night, that I had a positive and important engagement at Rose City in the morning, that the train would be due in twenty-five minutes, and that I did not have a single nickel in my pocket, the delicacy of my situation will be seen at once. Not taken the least aback, however, by the sombre aspect of affairs, I sat in the nicely finished waiting-room diligently reading Jim Holmes' wonderful story of "The Man from Arkansaw." In the midst of the dazzling sentence, however, now and then a sense of my situation would rush over my mind—then disappear as some new feature of the story would call for increased interest. I had just reached the point where the Ku-Klux came upon Mr. Voss in the Moark plantation store-room, from whose hands he is saved by the lady commander of the colored troops, who "fought nobly,"

when the train dashed up. I carefully marked my place, and sauntered out to see what would turn up. I thought of getting on the tender and "beating" my way, but that was beneath my dignity; then I tried to screw up the belief that a ride on the cow-catcher would be romantic and just the thing. But it wouldn't do. Blood will tell, and I felt at once that even that would be a blot to my honorable name—a name rendered famous by my friends, Frank Spaulding, the poet; John Kline, the eminent poker-player of Linda or Tanglefoot Valley; Mr. Schimmelphlinning, the noted saloonist of Texarkana—the Fat Squaw City; and by your humble servant, the in-no-wise less famous J. H. W. J. S., the man of many troubles and the hero of this adventure. I paused. I knew not a single soul to whom I could apply for a loan; and had not even a watch or revolver on which to obtain the sum requisite to carry me to Rose City.

I was in trouble—that is, you would have been in trouble—but I, being used to dilemmas of this nature, felt myself fully equal to the occasion. Time flew. I had but four minutes left, and not a step farther out of the difficulty than I was an hour before. I nerved myself up to the crisis. I walked back to the railroad eating-house and looked in. A dozen men—some of them railroad employes—were seated around the tables eating like wolverines. I turned and went back to the train. I looked in at a window in one of the cars and saw my victim. I knew he was my victim, for I felt it in my bones; yet I didn't know what I was going to do to him, but I had a presentiment, I may call

it, that he was the man to help me out of my difficulty. I knew him well, although I felt certain that he did not know me. He was a noted preacher of Rose City, and I knew at once that he was not what the Arkansas men term a "fly man"—that is, a man with a full knowledge of the world, of its "ways that are dark and its tricks that are vain." Still musing over the difficulty, I walked back to the eating-house again. I saw a brakeman's cap, with a flashy gilt band, lying on the window-sill. I had it, (I mean the plan). I realized that the train would start in a couple of minutes; already the engine was hissing and sputtering as if anxious to be off. I knew it was a golden opportunity; and I seized it. Yes, I seized both the opportunity and the cap. I knew the reverend gentleman was short-sighted. I slipped my hat under my coat, placed the cap on my head, seized a lantern and sprung for the car. I rushed frantically in and shouted "Ticket!" The old gentleman was reading a book; he looked 'round, pushed his spectacles a little higher on his nose, and exclaimed:

"Dear me! I had quite forgotten."

Then he handed me his ticket, which I coolly pocketed, and was moving away, when the old gentleman said:

"This is a new rule, to take tickets at starting, isn't it?"

"Yes, sir," I replied, touching my cap; "only just come in force, sir."

"Oh!" he said, coughed, and began reading his book again; and I hurried on through the car. Rushing out to the eating-house, I hurriedly deposited the cap and lantern, then called for a cup of coffee and a

piece of pie, and began eating voraciously. The train men arose and went out, the bell for starting rung, and the conductor bawled out "All aboard!" I dashed down the cup of coffee, feigned sudden illness, and out on the platform I sprang for the train, and was just in time to swing myself on board. I found myself in the car with my victim; and my first point was to see if he recognized me. With this object, I took a seat near him and began a conversation. To my remarks he would reply blandly, and with a look on his face of such perfect innocence that I felt satisfied that I was unrecognized. We talked, and subsided into silence; then talked again, then again were silent. Suddenly the door opened and the conductor came in. He was a new man on this part of the line, and I saw at once a strange resemblance to myself.

"Tickets, gentlemen."

I gave him mine; but the clergyman looked him blandly in the face and said:

"It's all right; I gave my ticket to you before we started, you know."

The conductor looked surprised, and a cloud gathered on his brow, but he quietly remarked:

"You are mistaken, my friend; ticket! and hurry up, please."

"I tell you I have no ticket; I gave it up."

"Money, then."

Slowly, and with the air of one deeply injured, the clergyman drew forth his pocketbook and counted out the fare.

"There," said he, "I hope you are satisfied; you have ticket and money both!"

"It's all right," said the conductor, coolly, and went on with a look

on his face that said as plain as words, "This road won't stand dead-beats."

"A nice chance for a legal difficulty," I remarked to the preacher, after we were left alone.

"Yes," said he; "and I'll see about it, too—see if I don't."

We reached Rose City safely, and of course, I sent the amount to the reverend gentleman the next day. We all have a great many scrapes in our life-time; but you know the pitcher that goes to the well too often will break at last, and I shudder, for every day brings some new difficulty.

Subdued but not Conquered.

By the prompt and efficient response of the military the rioters, who only recently threatened devastation and ruin to the entire country, have with the exception of one or two cases been subdued. The military and civil authorities overpowered the starving multitude and they were forced to submission. The struggle, however, is not ended, and will not be until despotic capital acknowledges that labor has rights which capital is bound to respect. The recent trouble has proven that our militia is equal to the emergency, but this fact does not prevent a repetition of the wholesale destruction of property and bloodshed which appalled the country a little over a week since. The evil is so deeply rooted that it requires something more besides bayonets and buckshot to remove it. The exasperated and maddened workmen may be shot down like dogs, but the evil remains the same, and as long as the "root" remains there will be an outgrowth of anarchy and disorder. The root of the evil is niggardly greed and fraud. Every man according to the Constitution is granted equal rights. We are all sovereigns without distinction. Office-holders are only servants of the people. These servants are in the hands of tyrannical monopolists who

throttle the sovereignty of equal rights. The extinction of equal rights means the downfall of this great republic and the establishment of a monied monarchy. This can not be consummated without a desperate struggle, hence we say the great labor uprising is not conquered, but only subdued. Our population is chiefly made up of the working classes. They are the great indispensable producers of the country. By a succession of riotous outbreaks the producing element of the country would be reduced, and the forces against it weakened. Thus it will be seen the so-called protection of the laws will ultimately result in crushing out the Constitution, on which all laws, both State and National, hinge. Capital and labor are two component parts that support this great nation. They are two great branches in the tree of constitutional liberty. Both branches are dependent on the same root for sustenance, viz: the Constitution of United States. If corruption, avarice and anarchy instills its poisonous substance at the base of the tree both branches must die. In short, the position of capital and labor today resembles the famous Kilkenny cats. The workmen in order to prosper must work for his employer's interests, and should take no advantage should circumstances give them an opportunity. But the golden rule, "Do to others as you wish others to do unto you," is ignored by the capitalist. He can not see farther than his nose, and for temporal gain attempts to ruin the elements which produce his money. The capitalist does not take into consideration that the expense of riots must be paid out of his own pocket. He does not realize that military protection costs money. The recent calling out of militia in the State of New York cost \$250,000, and it is surprising that millions of dollars worth of property was not destroyed. Workmen of course suffer from their rashness, but starving as they are they are indifferent to their fate. It matters little to them whether they die by a process of slow starvation or are killed instantly. If the money lost by the late revolt had

been judiciously circulated in ameliorating the condition of the workingman future trouble might have been averted. There is a remedy for every evil. The country is suffering from a loathsome disease called corruption, dishonesty and greed. We have listened to political "quacks" and the country is nauseated from partaking of their vile nostrums. The disease has grown worse instead of better, until its contagious influences have become alarming. Systematic plundering has been practiced and dishonesty has been allowed full sway. The Government has been obliged to borrow money to keep its head above water, and capitalists have saved their money to invest in Government bonds. If the country did not hold out inducements to money-lenders capital would be used in revolving the wheels of industry, thus benefitting the whole country. A business firm that does business on borrowed capital, and pays large interest for the use of the same, must sink. The same theory will apply to governments. In order to promote a healthy action of commerce all branches of business must be running. Both political parties teem with corruption. Neither one dare adopt a government saving policy for fear their party interests may be jeopardized. We have had enough of these political "quacks" who take advantage of our depressed condition. What we want is a sound currency and a prompt resumption of specie payments. The railroad companies have been a curse to the country. Instead of the Government running the railroads the railroads have run the Government. The public lands and public money have been given away to railroad corporations, who are now doing their best to ruin the country. We need to send better men to represent our Government. If the railroad companies refuse to treat their employes with fairness, Congress should fix a law whereby the employe would at least be guaranteed enough to provide the necessities of life for his wife and family, with an increase depending on his skill and worth. This may appear inconsistent with

our laws, which grant every man the right to make his own terms, but when we consider the principle of "equal rights," the balance is in favor of capital. This is wrong. Our laws were never intended to oppress. It was never intended that bayonets should be pointed at the men who built and have helped to sustain our Government. No more subsidies should be granted to railroads. Railroads should be held responsible for damages resulting from their own oppression. We talk about supply and demand and the necessity of reducing wages. Why don't Vanberbilt, Scott, Gowen and other magnates reduce the pay of those receiving immense salaries in the executive departments? Simply because they have proved faithful to their trust. Have not the men holding humbler positions also proved faithful? It is a poor rule that don't work both ways. On the speedy settlement of this much mooted question depends the future life of this great republic. Let Congress take hold of this subject as soon as it convenes, and thus save the country. —*Troy (N. Y.) Sunday Trojan.*

The Bee Line Shopmen Contribute to the Families of the Imprisoned Strikers.

The families of the imprisoned strikers at Indianapolis, Ind., were nearly all left in nearly a destitute condition, and if any one were ever deserving of the sympathy of the public these poor families were. In the first place, when the men were at work, they earned barely sufficient to support their families, and now while they are lying in jail the folks at home are left to the cold mercies of a merciless world. The employes of the Bee Line shops, not long since, concluded that if no one else would do anything they at least would contribute from their earnings what they could to the support of these families. It was no sooner thought of than these men went to work, and in a short time \$64.24 was raised, and J. L. Wonders and C. Kanwell were appointed a committee to distribute this fund among the families of Crawford, Dean, Brick-

ley and Githens, which they did by paying each family the sum of \$16.06. This was a noble example, which the men now at work on all the roads should follow, and do what they can for their afflicted comrades.

SKILLED labor has built up the country. In the name of all that is sacred, let the laws be so framed that soulless corporations can not starve it to death nor drive it out of the land.

LOCOMOTIVE boilers are beginning to burst. It may not suit railroads to pay for skilled engineers, but it is very certain that the traveling public will have something to say upon the subject one of these days.

John W. Garrett the Father of the Trouble.

Mr. Garrett is the father of the great riot. He has little or no knowledge of human nature, and had experimented upon his operatives so frequently and so successfully that he had no idea they could make a successful strike. At last they had no alternative but to strike or die. He never kept up any relations of reciprocity or sympathy with his men, and yet indulged the dream, at times, that his mere monetary success would make him President of the United States. People in this country do not respect money disassociated with democratic charity. Mr. Garrett will hardly die with the fame he expected. He is not popular in Baltimore with the rich; he is not known to the poor. A respectable man in many respects, he forgot his plain duty to the men he employed. He never sought to improve their condition, though they were very faithful to his interests. He cut down their pay three times in the course of a few months, and yet increased their work. Like another Pharaoh he made his bondmen build bricks without straw. This man has been incalculably exposed and injured. He has not years enough left to retrieve his reputation as a great and good American.—*Gath's Letter to Cincinnati Enquirer.*

**How to Run a Locomotive---The
Art of Firing---The Regula-
tor---How to Avoid
Priming.**

The fire in a locomotive fire-box, to maintain steam, to consume the smoke, to burn every particle of good matter out of every shovelful of coal, requires to be made to a certain shape. In the coke days the fire did not require the same amount of attention as coal fires do now. Smoke is a nuisance, but bad as it is, sticking for steam is worse, and a "slip-slop" way of firing with coal is pre-eminently associated with both. A coal fire requires to be "worked" on account of its adhesive nature. The haycock coal fires, contemporary with failures for want of steam, are made by shoveling the coals into the centre of the fire-box; a practice as far behind the times as the use of the flint and tinder-box would be in the year 1877. The characteristics of such fires are certain as regards destruction to fire-boxes, and uncertain as regards production of steam, and the fire irons are scarcely ever at rest, hence the groove made by them in the fire-hole rings. Furthermore, such fires being chiefly in the centre of the grate, weigh down the fire-bars in the middle, until when supported at the ends only, they drop into the ash-pan. It would be easy to pick out certain engines fired in this way and prove, owing to the air being admitted up the sides of the box, that they are guilty of leaking suddenly, which must be attributed to intermittent expansion and contraction.

The shape of a fire that will make steam, when all others fail, will be concave, with the coals close against the plates and the centre very nearly open to the bars. Besides making steam it will not clinker. A fire made on this principle is true, and never deceives either driver or fireman. As soon as the engine starts away, and after it has given a few vigorous beats, the signs of a fire being all right are, nine times out of ten, visible. Welsh coal, however, will hang together, probably from being wetted too much, and thus

prevents the engine from steaming very nicely at once; the latter a matter of very great importance to a driver with 160 miles to run with one stop. The first thing to be done with such a dull fire is to get a shovelful of small coals and scatter them over the top, but chiefly along the sides, back and front of the box, and the effect will be that some portion of the coals will fall into the holes through which the box is drawing air. When the shovelful of small coals has no effect, the dart should be thrust into the centre of the fire, to open it if close, or close it if burnt hollow; but, providing a driver can see his way clear with a fire that may run for miles without increasing the pressure of the steam, which drops the moment the feed water is put on, in point of economy it should be left alone, for in time the action of the blast and the vibration of the engine will bring it round.

When the fire is right, a few puffs of steam will set the incandescent coals into a fierce flame, and steam will commence to exceed the full boiler pressure if not stopped; this is the time to commence firing on long trips, say of 160 miles. The drivers of trains running such distances have to keep time, and if it is to be done creditably, the needle of the pressure gauge must point to a full boiler of steam exactly, nothing more nor less; if it is more, and the steam allowed to waste, it will be registered on the coal premium list; if it is less, they will not only lose premium money, but caste, by losing time. The shape of the fire is very important, as is also the depth, but the most important feature about firing is the number of shovelfuls put on at one firing, which should be limited to six. To fire properly the fireman should stand in a position to command the coals and work the shovel without shifting his feet, turning on his heels when conveying the coals on the shovel from the tender to the fire-box. The shovel should not enter the fire-box, but stop dead on the fire-door ring, discharging the coals as clean as though they were shot. There is, however, one shovelful required under the door, and the shovel *must* enter the

box to land the coals close against the plate. The first shovelful—just what will lie on the shovel nicely—should be put in the left-hand front corner. When the knees and the body follow the shovel about the foot-plate, firing becomes fatiguing; it should be done by the muscles acting through the arms. The second shovelful should be put in the right-hand front corner. The third in the right-hand back, and the fourth in the left-hand back corner. The fifth under the brick arch close to the tube-plate, and the sixth under the door. It will be seen that the fire is made close to the plates in actual contact with the heating surface, and that the centre is self-feeding—the blast and the shocks of the road causing the lumps to fall from the sides into it. By this means the centre is composed of the finest quality of the coals, free from dirt, and enters the tubes at a very high temperature, doing them no harm. Further, the box is cold-air proof. So long as air can be obtained through the grate in the centre no clinkers will form, as the abundant supply of air is capable of consuming all the earthy matter contained in coal. Similar coals have been delivered to two different drivers having the same class of engines, working the same day over the same metals, with equal average loads, and the results have been widely different; while one complained that they made clinkers, and was half afraid they would “suck some one in,” the other pronounced them to be a fair average quality, which made steam freely. The former driver put the coals in the centre of the grate, but the latter fired round the box after the manner already explained. It is a fact that some drivers run for weeks and never clean a fire. At the completion of the trip what clinkers they have they rake back under the door, but this is a feat to be accomplished only by working in accordance with the laws which govern the combustion of coal in a locomotive fire-box.

Next to the question of how to fire, follows one of equal importance, viz., when to fire. On long trips to effect a saving of fuel the

sooner the first round of coals is put on after starting the better, as it will prevent the fire, which is generally well burnt through, from passing away into the tubes and raising steam too rapidly. There can not be a moment more favorable for opening the fire-door to get some coals in than when steam is just lifting the safety-valves; by doing so the steam is slightly checked, which saves both water and fuel. Some drivers will run twenty, or even thirty miles, before they start firing, but it is like putting ten pounds into the bank on Monday and drawing nine pounds ten out on Tuesday. A good starting fire represents so much capital, which should never be touched on a 160-mile trip until 120 miles have been covered. Then the shovel may be set aside, but not until then. The interval between the start and each round of firing is regulated by the weight of the train, the state of the weather and the time allowed to run the trip, together with the quality of the coal; but, however much these may vary, one thing will remain constant and certain, and that is the fire, to maintain its efficiency, must retain its concave shape throughout the trip; the coals require to be put into the very place they are intended for when picked up by the shovel, and not dropped in at the door and allowed to “wander.” The secret how to obtain and hold a respectable position on the coal-saving list is, fire with few coals and often, round the box. Notwithstanding the different plans which have been invented to effect the perfect combustion of smoke, the best plan yet found is to employ a willing and persevering fireman, who puts both heart and soul into the work; the shovel is seldom out of his hand after he has once commenced to fire, until he finds he has sufficient in the box to finish the trip with. The practice, however, is, in many instances, to put too much into the fire-box at once, which is followed by all sorts of things, viz., clinkers, slow traveling, tubes leaking and hot smoke-box doors.

When to fire:—Locomotive firing should be done with the steam on.

What an unsightly thing it is to see an engine entering a station with the driver at the brake, the blower hissing loud, and the fireman shoveling coals on the fire. Undoubtedly this is not in accordance with first-class practice. In preference to the above, when firing is required it should be put on between stations, and away from signals, and some two or three miles before the regulator is going to be closed, so that the air can have an opportunity of getting through the fresh coals, and thereby assisting to keep down the smoke without the use of the blower. When the firing is done with the steam on, the driver can give his eye for a moment to the fireman's actions, and see that every lump of coal finds its proper billet, and then when the train enters the station both are attending to their respective duties. When the firing is done with the steam on, the coals do not choke up the grate through which the iron steed draws his breath, the foot-plate is kept free from smoke and sulphur, and the blower can almost be dispensed with. When firing on long runs the most favorable spots and gradients for working the shovel should be selected and habitually used. The grand aim of first-class firemen is to keep the boiler at an even temperature, from the start to the finish, up hill and down dale. To do this, and it is accomplished every day, the opportunities for opening the fire-door should be seized. For instance, it should be opened the moment steam commences to waste from the safety-valves; and this occurs frequently, freely, where little notice is taken of it, and that is when ascending an incline, when generally the fire-door is open to check the steam. The fire-door should never be opened, except for firing, and the steam is controlled to all intents and purposes, best through the dampers. When the wind is blowing hard, advantage is taken of the cuttings and places where the line is well protected by trees to prevent the coals being carried off the shovel. To avoid a choked fire—that is, one so thick as to prevent the air entering the fire-box through the grate—two

things are to be kept in mind, viz., to keep the two back corners well up, so that the fire tapers toward the tube-plate, and to keep the fire-irons on the tender. Firing, when done by the shovel alone, is one of the strongest evidences we can find, in connection with a fireman's duties, of a man working his mind as well as his muscles; and whether on goods or passenger engines, the value and rank of every man will be in proportion to the mental labor exerted with each manual task.

When the engine is running the train, the regulator should never be shut to pull the link up. The practice, especially with an engine having a worn motion and play in the driving journals, is liable to break an engine down. It also inflicts a severe tensile strain upon the couplings, and is apt, when the steam is suddenly put on, to part the train. It is a remarkable fact that engineers who habitually close the regulator to notch their engines up, come to grief, nine times out of ten, while in the act of doing so. The answer to the question, "Where did this take place?" has been again and again, "Just starting away from the station." Here piston-rods have snapped off out of the solid; and piston-heads, made, one would think, never to break, have succumbed to the blow given them by the steam turned full and suddenly upon them. The distance traversed from the station before commencing 'notch up,' depends upon the load, to gradient, weather, and time allowed to run the trip in; but although circumstances will alter cases, yet there is one thing in connection with this part of a locomotive engineer's duties that will remain constant, no matter what engine he has, and that is, after the train has attained a pretty good speed, the reversing lever or wheel should be used to notch up by degrees, and not pulled up almost out of gear at once. A few clear sonorous puffs at the start not only prove whether the fitter has lined the big end brasses up so that the piston-head strikes the cylinder cover, but they prove also whether the fireman has put the coals on so that the fire-box is cold air-tight;

and, further, they clear the tubes of loose cinders or soot which may, possibly, have been left in them by the tube-sweeper. It is cruel not to give the noble iron horse a little grace against time, to afford him an opportunity of shaking the cold and stiffness out of his limbs. To get away well without lifting the water out of the boiler into the cylinders is a very desirable attainment, because half a pint of boiling water will as effectually wash the lubrication off the face of the valves and cylinders as it will the grease off plates and dishes. Priming, in most instances, is either due to the fault of the driver or the fireman; but to avoid priming on the road, and at the same to carry a glass-full of water, two things are absolutely necessary—viz., the steam must be maintained at the maximum boiler pressure, and it must be admitted to the cylinder, as far as possible, at the same pressure. The first concerns the fireman, and the second the driver. It is well known when an engine is allowed to slip, much priming frequently follows, caused through the difference of steam pressure in the boiler and cylinders. When this takes place in conjunction with high speed, the steam in the boiler, as it suddenly rises from the water, carries off with it large quantities of water. Now this difference of pressure in the two chambers, boiler and cylinder, while the engine is being supplied with steam, can not, for obvious reasons, be absolutely extinguished, but its minimum is attained by working with the regulator open, and expanding the steam through the links and reversing gear. The higher the pressure of the steam in the valve-chest, the shorter is the period of admission possible, without reducing the tractive power of the engine. Further, the pressure in the cylinder, during the time the valve is open, rises as the period of admission is shortened.

Upon every foot-plate we find one of the three following methods employed by drivers for getting along the road: Driver A, indifferent to the elasticity of the steam as a power, does not insist on the fireman keep-

ing the steam up to the maximum boiler pressure—which is to say 140 pounds to the square inch—he gets along and keeps time with the regulator open, and the reversing lever in the third or fourth notch. Driver B likes a “boiler full of steam”—140 pounds—but works his engine with the regulator—that is, wire-draws the steam—and like A, sets the reversing lever in the third or fourth notch. Driver C carries also a full boiler of steam like B, but works his engine with the regulator open, and expands the steam in the cylinder by notching up as near out of gear as the load will allow, until the exhaust steam sometimes can scarcely climb out of the chimney.—*Michael Reynolds in The Engineer.*

[For the B. of L. F. Magazine.]

THE LETTER “B.”

BY M. S. M.

Do I belong to the Brotherhood?

Why, sir, 'tis plain to see,
On my torn and greasy shirt front,
This small gold letter “B.”

Which I wear with the pride of a king,

And, sir, between you and me,
There is many a one 'sides myself takes pride
In wearing that same letter “B.”

When we meet together in the Lodge-room,

As Brother to Brother are we,
There is where you'd find the true meaning
Of our little gold letter “B.”

With our motto as bright as our badge, sir,

Which is the purest gold, you'll agree,
We look into each other's eyes, sir,
And read there the good of our “B.”

For it created brotherly feeling

Where once there was none, don't you see;
That's the reason we all feel so proud, sir,
Of our dear little, gold letter “B.”

When tyrants seek to oppress us,

In this glorious land of the free,
They'll find we will always be true
To ourselves and our dear little “B.”

From the Atlantic across to the Pacific,

And even far over the sea,
You will find them in most every nation,
Who take pride in our little gold “B.”

A NEW locomotive of peculiar style has been placed upon the Hudson River Railroad, for the exclusive use of the Superintendent, Mr. J. M. Toucey. It is only about half the size of the ordinary locomotive, and has the engine and tender built together, on one frame. The new machine has a cowcatcher on both ends, and draws no cars; the cab, which covers the entire boiler, being divided into two apartments, one for the engineer and fireman, and the other (in front and directly over the boiler) is fitted up with upholstered seats for the use of the Superintendent and those who accompany him. The machine is kept in the round-house, with steam constantly up, although she sometimes runs out only once or twice in a month.

A TRAGEDY ON THE RAIL.

Suicide and Attempted Murder in an English Railway Carriage.

On the arrival of the Scotch mail at Bedford one morning a short time since, the attention of some of the persons on the platform, as the train was drawing up, was attracted by the appearance of a third-class carriage. Upon a close examination being made a very shocking spectacle presented itself. On opening the door of the compartment two men were discovered covered with blood, the features of one being perfectly unrecognizable. The floor and seats of the carriage had the look of a slaughter-house. The two men, when the train stopped, were found in a standing position, tightly grasping one another, one appearing to be a gentleman in a good position of life, being well dressed and wearing a considerable quantity of jewelry; the other person was so covered with blood that his features could not be distinguished, but seemed by his clothing to belong to the artisan class. The latter was found, upon the arrival of a doctor, to be dead. It appears that the deceased man, who was being conveyed to London by a sheriff's officer, under a warrant from the Lord Provost of Glasgow, took out a razor from his

pocket and attempted to murder the officer by aiming a blow at his throat. The officer avoided the blow but received a small cut on the ear and left hand, and tried to take the razor from his antagonist, who, finding his efforts foiled, drew the razor across his own throat, inflicting a tremendous gash, and nearly severing the head from the body.

An inquest was held on the body of the deceased in the afternoon. The statement of the other passenger, Charles Warrington Laing, master of the Glasgow city parish poor-house, is that he was conveying the deceased, Thomas Donolly, aged forty-nine, a baker by trade, to the St. Luke's work-house, in London, where his settlement was. They entered the train at 9:15 Sunday night, and deceased had his supper and smoked and behaved rationally until the train began to stop before reaching Bedford. Here deceased was seen to take something from his pocket, which Laing thought was his pipe, but immediately afterwards, observing blood flowing over deceased's breast, he sprang up and caught hold of his hands. A struggle then ensued, in which the deceased succeeded in cutting the master's hand, and made several cuts on the back of his coat, but without doing further damage. Eventually the master obtained possession of the weapon and threw it out of the window, and soon after the train stopped. The master puts the duration of the struggle at seven minutes, but the medical testimony was that with such a wound deceased must have died in about three minutes. Evidence was given that deceased was subject to epileptic fits, and the jury returned a verdict of suicide while in an unsound state of mind. He had expressed no dissatisfaction at his removal, and was generally a well conducted man while in the work-house.

Mr. Albert Houghton, who has just retired from active service as a locomotive engineer on account of failing health, began work as a fireman in 1841, on the Norwith & Worcester road, and was promoted to be an engineer in 1847.

BEAUTIFUL GIRLS.

Oh, the girls! the beautiful girls!
 With the liquid eyes and golden curls,
 Sailing along through the crowded street,
 Turning their heads at the boys they meet,
 Tilting, skipping, tripping along—
 Beautiful girls! they can do nothing wrong.
 The blush of the rose on each soft peachy
 cheek,
 In which lovely dimples play hide-and-go-
 seek;
 Showing their ankles and little above,
 Sweet as an angel—fickle as love.

Oh, the girls! the beautiful girls!
 How the boys gather and sigh as each whirls
 Her tilters along at a delicate height,
 Just skirting the beauties forbidden to sight—
 Tripping, laughing, hurrying by,
 With a smile on the lip and shy glance of the
 eye.
 And the little dogs bark, and with joyous
 bound,
 Snap at the tilters that are whirling around;
 The town is alive and each heart in a whirl,
 To welcome the coming of each lovely girl.

How pretty they look as they tilt along,
 Hailing each other with kisses and song;
 They pass a poor fellow as meteors flash by,
 Bright for a moment, then lost to the eye—
 Wriggling, giggling, dashing they go,
 Disregarding the breeze that plays havoc be-
 low;
 With long floating trails, as pure as the sky,
 To be trailed in the mud by the crowd rush-
 ing by,
 To be trampled and tracked by dozen of feet,
 Till it wipes up the filth of the horrible street.

Once I tripped on a tilter and fell,
 Just as I passed a gayly-dressed belle—
 Fell, and my beaver rolled out in the street—
 Fell, to be laughed, jeered at, stand treat—
 Scrambling, cursing, dreading to rise,
 And afraid of my soul to open my eyes;
 Above and around me the broadest expanse
 Of hoops, that e'er tilted in giddy round dance;
 Wildly at last I darted without,
 And dashed down the street as the boys raised
 a shout.

Once I was green as the greenest of leaf,
 Nothing too big to exceed my belief;
 Every girl laughed at my innocent grace;
 And vowed I looked at nothing but her face,
 Greenest, credulity, grace and all,
 Shame and blushes, I lost by my fall;
 I learn nothing new as the girls saunter by
 And tilter their hoops, no matter how high,
 For all that's within or without I know,
 Since I tripped on a tilter and fell in the snow.

How strange if the patent-heaving bosom of
 snow
 Should fall at her feet on the pavement below;
 How strange if that pile of tightly-bound
 tresses
 Should roll down her back from the head it
 depresses.
 Fainting, fearing, rushing ahead,
 Unmindful of all save the beauties thus shed,
 The tilter dropped off and left far behind,
 The little lace bonnet flying off in the wind;
 But the worst of mishaps (they do nothing by
 halves),
 How strange, if in running, she dropped her
 false calves!

[For the B. of L. F. Magazine.]
THE OLD TRAMP.

BY M. S. M.

While stopping to kill time one day at a
 station,
 A tramp came along, I don't know of what
 nation;
 To judge by his appearance, food was a rarity,
 For he looked a fit subject for any one's
 charity.

As we go back and forth o'er the road day by
 day,
 We oft times pass many tramps by the way,
 But none that would attract one's attention, I
 "wan,"
 So quick as this hungry and ragged old man.

With trembling steps he came staggering
 along,
 Till he reached the engine, when I heard the
 old song
 Of poverty, want—and assistance all I could
 render—
 Was my lunch in the box on the back of the
 tender!

To the back of the tank I quickly went o'er,
 And brought from the box my own little store
 Of provisions, which I'd put up for the day,
 And watched the old man while he "stowed"
 them away.

The way my lunch disappeared I solemnly
 declare,
 Was enough to make any but a hungry man
 stare;
 Pie, cake, bread and butter, some preserves in
 a can,
 Were all quickly conveyed inside the old man.

His repast being over he looked up and said:
 "May the blessings of God ever rest on your
 head,
 And may you never know what it is to feel,
 You must either work, beg food or steal."

He spoke the word "work" with a wink and a
 grimace,
 While I stood in the gang-way very red in the
 face;
 To think that this man who had fooled me
 so "asey,"
 Was one of the kind that was vulgarly lazy.

MORE-RAIL (MORAL).

Now then, Brother Firemen, take warning by
 me,
 And don't sympathize with all tramps you see;
 No doubt there's some deserves your attention,
 Yet there is plenty not worthy of mention.

Correspondence.

From Little Rock.

LITTLE ROCK, ARK., July 19, 1877.

Editors of B. of L. F. Magazine:

Having had the pleasure of reading a few numbers of the *MAGAZINE*, and noting the praise-worthy efforts which you are making, and the good counsel and advice that you give to locomotive firemen to resist the temptations to evil, by which they are surrounded, and to strive to attain a higher intellectual and moral plane; I have been induced to write you a few lines, in hope (should they prove acceptable, and you should deem it proper to give them a place in the columns of your *MAGAZINE*,) that they perhaps might aid somewhat to accomplish that much-to-be-coveted result. For, although the Bible gives us a commandment against covetousness, nevertheless, there are some things which are to be coveted. For Paul says: "Covet earnestly the best gifts," and "but rather that ye may prophesy." Here we learn that there is a kind of covetousness which is not sin, being according to the law, so to covet the attainments of a high morality is a legal covetousness.

Now, there are many reasons why these men who are employed to direct and run the fiery, flying chariots of the present age, should be clear-headed, calm, steady-handed, sober, thoughtful, moral—aye, Christian men. The fireman who habitually drinks of the intoxicating cup is frequently in no condition, either physically, mentally, or morally, to meet properly the perils and dangers of the road as a man should,

with that calmness and quickness of perception and action, upon which their lives and the lives of others often depend. And should they be called, as they are liable to be and often are, to yield their life in an instant, without a moment's warning, unless they are Christians and are seeking to square their actions by that rule which was given by Him who created the heaven and earth, the sea, and all that are therein; they are totally unprepared for the condition in which they are found at that moment and its consequent results. And, also, the men who are employed in the management and running of these railroad engines may be sober and moral as the world goes, and if not Christians they are not properly prepared for their business, nor able to appreciate, nor understand the part which they are helping to fulfill in the history of the world.

Were he a Christian who had given heed to the words of Peter, when he said: "We have a more sure word of prophesy, whereunto ye do well that ye take heed, as unto a light that shineth in a dark place;" as he gazed through the darkness of night at the fiery head-light of some flying train as it sped like the lightning's flash through the gloom, or listened to the rushing sound of his own flying engine, as it dashed on its way o'er the iron track, he would have had borne to his ears the echo of a voice, that sounded its notes of warning, from far away back in the long fled years of the past, that we who are living now might know how far down the stream of time, toward the great sea of eternity, the world had drifted, and know that the words of that voice were true.

Mr. Editors, as I am afraid that

this article is getting too long for you, I will stop, and should you deem it of sufficient interest to print, I will give you the balance for your next number. Yours, etc.,

A. H. CHAPMAN.

From St. Paul.

St. PAUL, MINN., August 7, 1877.

Editors of B. of L. F. Magazine:

Once more we are permitted to feel at ease, and work like olden times, when all was quiet. For the last few weeks we have read accounts of the trouble on some of the Eastern roads, and the depredations that have been committed. There will be a good many that will say "that it is all the fault of the railroad men," and then there will be some (who have good sound sense) that will say "that it was *not*; that the railroad men acted like gentlemen, and did not destroy property by burning everything they came to." Perhaps people will find out after while that there are just as good men on railroads as there are any where else. As a general thing, engineers, firemen, conductors and brakemen are as polite and behave a great deal better than half or two-thirds of the city gents. I say give the devil his due every time. If one of our Brothers gets out of place it is our duty to right him, and I believe we do it in much better shape than the law and courts do with their convicts, if such we must call them.

Well, here we are in the midst of a bountiful harvest, and soon business will be upon us, and then we look forward to see some of our good boys that have fired for the last three or four year so faithful, will, I hope, get on the other side of the foot-board, and that will leave more

room for new firemen, and some that have been laying off for over a year will find employment this fall. Then we hope to see our Lodge fill up with good men.

Nos. 39 and 61 are prospering finely for the chance they have. We hope to see a good report from our next Convention, and a larger delegation than ever before. Brother G. B. Lewis will be the delegate from No. 39, and also act for No. 61 as delegate this year.

Hoping to hear from some other Brother up this way, I will close till some future date. More anon.

A MEMBER OF No. 39.

Unlawfulness.

Editors of B. of L. F. Magazine:

It has been shown by the newspapers throughout the country that in the recent labor troubles, the employes of lines acted in an unlawful manner. Bullets dispersed mobs and rioters, yet it is our purpose to show that inasmuch as such was the state of affairs, we have taken every measure to enquire into the facts, and find, on a thorough examination, *that not a member of our organization was so connected.* There was throughout the entire strike, as we can learn, a great amount of moral courage, and a firm determination to protect life and property, with no desire for collisions with arms. This seems to have been thoroughly understood from the reports of papers; consequently peace without bloodshed followed the steps of the striking men. Now, that all is once more quiet, let not malice prevail, but to the contrary, assis in bringing around such measures as will be instrumental in keeping down acts of unlawfulness, and a happy time will follow.

G. L. PEN.

Editorial.

"Why?"

A few of the many lines of railways in the United States have shown, through the acts of their officers, a natural dislike to secret Orders among their employes, and have positively refused them a chance of joining an organization whose motto is Benevolence, Sobriety and Industry. Each and every object of this Order tends to the general welfare of all lines, as is positively the case, and we ask any officer to point a finger upon an act of injustice or unlawfulness on *our part*. How different is the other view. Men have been killed and buried in potters' fields by railroad companies, when we would have given them what every Christian is entitled to. Sick-ness prevails, and no one to assist but county officers; widow go hungry and children in want; and why? because railroad companies will not allow an Order to exist among their employes for fear of outbreaks or strikes, which, in no one instance, has been started by the employe, but by a high-salaried officer whose income per year exceeds the pay-roll for hundreds of men per month, and the line then run ruinously to the disgust of all. Lines have instituted strikes against employes, as well as requiring "death warrants" to be signed; and with this monster proof they say, "We are afraid of the Orders among engineers and firemen." Look at the Baltimore & Ohio, which started the strike of a month ago. There was no Order there. Now, if there had been, we would be justified in saying that the teachings of a *secret Or-*

der would have caused less trouble, and no such acts of unlawfulness would have followed. The storm has subsided. Thoughtful men are mentally picturing a future. Why? Simply for the reason that what was aimed at has not been accomplished in all cases, and now a proper mode of obtaining it is in order. Give us a fair hearing, and we can, if the officers of railway lines will act as fairly by us as we have by them, adjust any and all troubles. There are only a few who control this great railway system — Scott, Garrett, Jewett and Vanderbilt, of the main trunk lines, and they are sapping the life from our Western roads, and the employes here suffer necessarily at times to keep their lines moving, while the graspers of the main lines reduce their employes in order to maintain uniformity of *low wages*. The low rates of freight are brought on by the above mentioned *rings*, and not to benefit the shipper nor the farmer; the latter being, in many cases, as poor as some of the employes. This lesson of the past month we hope will show to our employers why we ask and require more pay. If the officers can not see the force of the argument, we will ask the people why.

The Cause and Remedy.

It has been a question for many a day as to the best manner of bringing before the public the very many actual grievances of railroad men, not the enginemen alone, nor the conductor and his brakemen, but all who come under the sound of the shop whistle—at least nine divers departments. Organizations of various kinds and classes have been established to perfect the great end—a steady position and fair compensa-

tion being the aim of such; yet the cause for these great honorable intentions have not been looked upon by railroad companies as consistent to the government of their lines, and likewise have the framers and stays of these Orders failed to grasp the root of the evil. Whatever the differences may be between employee and employer must be found by examining into the cause. Railroad companies have, beyond a doubt, ruined their interests by fast freight and line companies, speculations, wars, etc., though they are backed by legislation. This has resulted in numberless occasions, destructive to the employee, who, in turn, seeing and believing that legislation runs only on the side of railroad companies, have acted as has been the custom heretofore. Again, the success of any one strike has not proved a benefit directly, as there is no guarantee with the adjustment of any troubles that the shop-doors will not be surrounded by a class of laborers in want of employment.

Now to the cause. All of which can be remedied by power of brain and will. If the management of our national finances are conducted properly we can have employment for all labor, and it rests with us to have it. Congress will act and in October too; and we are satisfied in the interests of labor; for labor, like money, when kept in idleness, produces the greatest losses imaginable. A change is necessary in the financial policy of the country to bring *good times once more* for our railroad employes and the labor-field generally. It rests with us to now look directly at the cause, and with the hundreds of thousands of votes in our hands establish a future for ourselves. Look well to this and you

have every reason of seeing the dawning of a brighter future. Do not be led off by officers of any description, or by promises of positions, etc. Assert your rights as men, with the thought of your home and your family ever uppermost in your mind. Years of hard toil should make you observe the cause and try to remedy it this fall. Legislation will be made beneficial to the people, remember this—and reason, not force, will prevail, and those who were first to take sides against us will become friends in a common cause.

We would advise all members to keep out of the various organizations springing up at the present time, as they are headed by money and men for no good. You have been tried and found not wanting. Do not be led off by the voice of those who slept while you was working. You have the good opinion of the public as you stand; retain it. Do not let the ignorant and vicious control your moments. We have, as predicted, reached the bottom; now we commence to ascend, and the way will be made easy by the public, for they see we have grievances as well as the merchants and all classes of labor. They will demand a change. Railroad companies who disregarded our Order and classed it as among the worst against their interests, and went so far as to refuse to allow us to protect the widow and orphan, take care of the sick, bury the dead, and give an insurance to a helpless, crippled, or to the family of a deceased member, will now give their hearty consent to the same. This arises from the fact that the troubles have heretofore been confined to the employer and employe, and a fear has existed that the employe, who

has been treated more like a slave than a man, would assert his rights. A people who we have called an ignorant-thinking class on railroad matters and existing troubles, now come to our rescue, and with the whole masses say, let us act judiciously and our sufferings shall cease, for our interests are one and the same. To lose the opinion of the public is to ruin our future. Our weapon must be the ballot.

THE Danforth Locomotive Works, at Paterson, N. J., have an order for five locomotives for the Erie Railway.

THE Rogers Locomotive Works, at Paterson, N. J., have an order for two locomotives for a Georgia road.

AN employe on the Cincinnati, Hamilton & Dayton Railroad, by the name of Samuel Vance, while working on a bridge over Silver Creek, fell a distance of nearly thirty feet. Fortunately he landed on his feet, and was not seriously hurt.

A MEETING of the directors and stockholders of the Texas & Pacific Railroad was held at Philadelphia on the 14th of August. The annual report, which was read, states that 480 8-100 miles of track have been completed, of which 40 were finished during the year just closed. The receipts for the year were \$2,381,976.47, and profits, \$318,985.02. The passenger revenue has increased 25 8-10 per cent., and 101,501 more tons of freight were hauled than the previous year. Under the adjustment out of \$9,130,550.41 of the indebtedness of the California & Texas Construction Company, \$8,474,911.36 had been satisfied by July 2d, 1877. On June 1st

the liabilities of the road were but \$18,556,578.01, with 444 miles in operation, 50 locomotives and 1,050 cars of all kinds, being a reduction of \$3,-868,275.56, a gain of 120 miles, 635 cars and 32 engines. The balance of floating indebtedness was but \$705,-264.72, against \$935,257.67 in June, 1875, and the company has on hand to pay this debt \$394,000 of its first and consolidated mortgage bonds.

THE Adams Express Company has retired from business over the Baltimore & Ohio, Cincinnati & Marietta and Ohio and Mississippi roads, in consequence of a notice from the B. & O. That company intends to do the express business on its own account, and has made preparations accordingly. It starts off with a through line from Baltimore to St. Louis, and will, of course, include all its branches in the new arrangement, so as to secure for the company the profits of the express traffic, formerly enjoyed by the express companies. This action of the B. & O. may be the beginning of movements of the same kind on the part of other railroad companies, and so make a complete revolution in the manner of doing the express business.

Are Narrow Gauge Roads Profitable?

Narrow gauge roads are being talked of wherever there has been felt the necessity for a railroad, and if one-fourth of those talked of are built, we will certainly be well supplied with them. But as to whether they embrace real economy or not, is a question which is disputed by those who are best able, from constant observation, to judge. The *Railroad Gazette*, one of the ablest railroad papers published, denounces

the system, and gives many good reasons therefor. In the issue of August 24th, 1877, the *Gazette* thus speaks editorially :

Those readers of the *Railroad Gazette* who have known it long enough are aware that for the last six years we have from time to time pointed out the fallacies of the arguments used by the advocates of the narrow gauge. The discussion began with a paper read by Mr. Robert Fairlie before the British Association in 1870. To this paper, whatever its merits were, must at least be attributed the distinction that it has had a greater effect on the engineering of railroads than probably any other essay or book ever printed. Although some narrow gauge lines, like the Festiniog road, were in existence before Mr. Fairlie's paper was written, the wonderful progress which they have made within a few years past dates from its publication. That paper was a remarkable example of ingenious sophistry. It was reproduced in every civilized part of the world, and it appeared just at the time that it was plain that many railroads would not fulfill the expectations of those who built them. Many persons were therefore only too ready to adopt the inference that if a wide gauge road will not pay then one of a narrow gauge will. At the time that the paper referred to was published in these pages, we took occasion to point out some of its fallacies. Among them was the remarkable statement that "the weight of rolling stock was in direct proportion to the distance between the rails." If this had been true, it would have followed that a wheelbarrow would not weigh anything. There were other statements equally absurd. Subsequent investigations have shown how greatly both Mr. Fairlie and other narrow gauge advocates exaggerated the cost of hauling dead weight. At the time he wrote the subject had not been thoroughly studied; and his broad assertions went undenied. Since then there have been many careful investigations of the cost of carrying freight and passengers, and it is found that any amount of dead

weight which is now carried, and which could be dispensed with, has an exceedingly slight influence on the cost of transportation.

Our criticisms of his paper led to a discussion with Mr. Fairlie in these pages, which extended through some months; in the meanwhile he made many converts, and like many others who adopt a new faith, they became more zealous than the apostle himself. Both the *Engineer* and *Engineering*, the leading papers of the profession in England, or it may be said in the world, advocated the narrow gauge system with great zeal. It was discussed in every conceivable form, especially by inexperienced engineers. The enthusiasm spread to every part of the world, the arguments were accepted without question. Almost every conceivable gauge was adopted; the Festiniog line was 23½ inches; 24, 30 39¾, (metre) 36, 42 and 48 inches were all proposed and built. Like a sick man on his bed, who thinks every position will be easier than the one he occupies, so these narrow gauge people seemed to think any gauge would be better than the one in use. In nearly every civilized country, and in some which are not civilized, such lines were built. By some sort of obliquity of engineering vision, the government of India was induced to adopt the metre, 39¾-inch gauge. To the credit of English engineers be it said, however, the narrow gauge never made much progress in their own country. Soon after the introduction of the metre gauge in India the subject was brought up for discussion before the Institute of Civil Engineers, and there very thoroughly discussed during several sessions of that body. The defeat of the narrow gauge advocates was then overwhelming. It was not only defeat, it was dispersion. There has never since been any respectable advocacy of the narrow gauge doctrine in that country. Neither of our usually able contemporaries has ever since advocated the narrow gauge in any aggressive way; they have only apologized for it.

During all this time the *Railroad Gazette* has stood almost alone in pointing out the fallacy of the argu-

ments which have been used in support of "the system." Besides the fallacies which have been honest, there has been other support given to "the system" which could only be described by harsher terms. Promoters, projectors, schemers, and an innumerable class of humbugs have attached themselves to "the system," and have misrepresented knowingly and unknowingly, in season and out of season, by misstatements of every degree of mendacity, and as a result the idea has spread through the length and breadth of the land, and now there are about 4,000 miles of narrow gauge road built and many more projected. Still, among the ablest engineers in the country, the delusion has not made much progress. In the American Society of Civil Engineers, with the exception of a little coquetting with the idea by some of the members, no believer in "the system" has thus far advocated it, and we venture the assertion that none of them would dare to risk his reputation by so doing. The most prominent advocates of the narrow gauge are the projectors of such lines, who expect to make money by building them. These men want to build roads, and to them what is not true has as much or more value than the truth itself, if it is found that the former will be believed sooner than the latter. To illustrate this, it may be related that a well-known manufacturer called upon the projector of a narrow gauge railroad and tried to convince him that his road would be more efficient and would not cost any more if built of the ordinary gauge than it would if made three feet wide. "Oh!" the latter replied, "I don't care a damn for that; but those fellers down in Boston will subscribe easier if I talk narrow gauge than they will if I talk wide gauge."

Now, this is the animus of much of the support which "the system" gets. If people who supply the money for building roads will believe misrepresentations easier than the sober truth, then the former suits the purpose of the projectors much better than the latter. There are a large number of manufacturers

who supply material and rolling stock for railroads of all kinds who take their ground that their business is to furnish the builders of roads with the material they want, and not to advise them what they ought to get. This, of course, is all right and proper. The remarkable feature, however, about the narrow gauge delusion is, that the fallacies by which it has been supported have been so generally accepted, even by some able engineers, and perhaps the most wonderful has been the support given to it by the two English engineering papers already referred to. In the *Engineer* of August 10th, however, there is an editorial article which contains a retraction of much, if not all, of the arguments used in that paper heretofore in favor of the narrow gauge system. It is said, for example, that "as time has progressed so has information been acquired, and there is reason to believe that the arguments used against the narrow gauge system were well founded, while those put in in its favor have little or no foundation in fact. In a word, it would appear that any railroad having a gauge of less than 4 feet 8½ inches must be a failure save under circumstances which are met with so rarely that they hardly deserve consideration." Our contemporary in retracting former errors seems to be even over zealous in doing so, because the latter statement is hardly true. It is further said that "there is too much reason to think that the failure of the narrow gauge system in Hindostan is complete;" further on it said, "The Bombay Chamber of Commerce has sent a memorial on the subject to the Marquis of Salisbury. It is a temperately written document, and its indictment of the narrow gauge system is sweeping, and to a great extent conclusive."

Could any change of opinion have been more complete?

The *Gazette* has brought no little obloquy upon itself by its persistent refutation of the sophistry of the narrow gauge reasoning, and by its efforts to dispel the delusions which have been prevalent. Part of that obloquy must or should hereafter be shared by our contemporary.

A VERY rapid piece of railroad construction has lately been finished near Philadelphia. The Philadelphia & Atlantic City was commenced April 1st, to be constructed a distance of fifty-five miles. On July 7th the road was opened with trains running the full distance. There were 1,000 culverts and bridges to be constructed, and three of the longest bridges aggregated 1,300 feet. The road cost, with equipment of eight locomotives, forty-four passenger coaches and sixty freight cars, \$770,000. The gauge is three feet six inches.

THE press east and west are noticing the indications of returning business activity. In the commercial houses at the east large purchases are being made; at the west preparations are being made to send to the sea-board the largest grain yield ever had. Accepting the views of Mr. Jennings, London correspondent of the *New York World*, all departments of American industry are destined to share in the coming prosperity. He says, "The longer the war lasts the more certainly must the United States become the great emporium of the world. Of course, such an advantage is merely temporary, and it would not do to depend too much upon it. Still a temporary advantage is not to be despised in hard times. Grain, iron, even coal, will yet be required in vast quantities. Where is it to come from, Europe? Iron we could supply, but as for grain and coal, we have not enough to "go round" at home. Everybody sees all that, and if it had not been for the recent strikes and riots American railroad stocks and bonds would have had a great rise in the market here." It is

evident that we have reached the limit of our business depression, if we are ready to take manly advantage of the opportunities before us. In place of strikes and controversies, let capital and labor harmonize, and prosperity will come to both.

TWO MEN were terribly and fatally mutilated on the Norristown branch of the P. & R. road, on the 22d of August, near the depot at Philadelphia. A train was being made up, when a flagman named Henry Stout, saw an intoxicated man on the tracks, who was apparently unconscious of his danger. As the cars neared the man the flagman rushed ahead and grabbed him. He tried to pull the drunken man away, but to this the stranger objected, and the bystanders were horrified to see them grapple. For a second or two the men swayed backward and forward, and then the stranger, being the most powerful man of the two, dragged the flagman to the ground and fell himself just as the cars reached them. For an instant there was a sickening sound of crushing bones and then the mutilated bodies of the two victims were seen covered with their blood. Both were killed.

A TORNADO or cyclone passed over Omaha and down the river on the morning of August 25th, and destroyed nearly one-fifth of the Union Pacific Railroad bridge. The storm was one of the most severe that has visited that section in many years. It is stated by one or two of the railroad employes who witnessed the fall of the two spans that the storm-cloud came from the northeast and traversed the surface of the river for some distance, fairly dividing the water in its course, and piling it up

in solid walls on either side of its track. Just before the bridge was struck the wind shifted from the northwest, and almost instantly following the disaster was rain and hail. A night watchman, who was in his house at the Iowa end of the bridge, went down with the shore spans, and was for half an hour or more pinned down to the twisted and shattered wreck. On extricating himself he started in a small boat, and made his way to the Nebraska side to give the alarm, as the telegraphic communications had been broken by the fall of the bridge. He arrived at the train dispatcher's office in time to prevent the 5:10 A. M. train from going upon the bridge. This man is of the opinion that the bridge was struck by lightning, as he says he saw it when it went down, and that it was one sheet of flame. The electricians there do not believe this, as they say the columns, which reached far into the water, were most excellent conductors of electricity. One of the spans fell into the water, while the shore end was scattered about the southern embankment like an overturned rail-fence. The southern rail along the entire length of the bridge left standing was drawn with the fallen spans into the river, while the north rail was twisted and bent out of shape. There is no boat there by which passengers and freight can be transferred across the river, and they were obliged to go by way of the Plattsmouth & Missouri Valley Railroad. It will probably take all of three months to replace the destroyed spans. In the meantime, it will be a severe blow, not only to the business men of Omaha, but of the entire Missouri country. The loss is estimated at \$350,000.

THE Atlantic & Great Western road, last month, kindly offered their employes and their families free transportation to Lake Chauqua. Many took advantage of the opportunity offered, and all seemed well pleased with their trip.

On August 14th a railroad collision occurred at the Hoosac Junction, on the Troy & Boston road. The train left Troy at 5:30 P. M., loaded with excursionists, and it was run into by the Montreal freight. The passenger cars of the former were wrecked. An engine and a number of freight cars were totally destroyed. The evening signal at the depot was not displayed. Among the injured were J. H. Clarke, engineer, arm broken, and Stickney, fireman, both legs run over.

An accident occurred at McCandles Station, on the Allegheny Valley Railroad, at one o'clock P. M., August 14th. The Emlenton accommodation southward, running one hour late, ran into the rear end of a train loaded with refined oil, which was standing on the main track. The oil on the rear car of the oil train took fire from the engine, and the flames spreading, consumed the engine, baggage car and two passenger cars of the accommodation train. Conductor W. B. Waltham, Engineer W. Cunningham, and the fireman of the accommodation train, were all seriously hurt. Two or three of the passengers were slightly burned.

THE Cincinnati & Northern, a company lately organized, proposes to build a narrow gauge road from Cincinnati due north to the Michigan Stae line in Williams county, Ohio, a distance of about 190 miles. The capital stock is to be \$500,000.

LOCOMOTIVE FIREMEN'S

Monthly Magazine.

DAYTON, O., SEPTEMBER, 1877.

CONTRIBUTIONS. — *Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.*

ALL matters for the MAGAZINE must be forwarded to Wm. N. Sayre, Indianapolis, Ind., unless it be subscriptions or moneys, in which case such will be forwarded to I. J. Bennett, Dayton, Ohio.

W. R. WORTH, G. M.

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To Delegates.

Credentials of Delegates to the Convention will be honored over the Atlantic & Great Western Railroad from Salmana to Galion.

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JEP STOUT has gone and done it Well, Jep, may your stout-ness never fail.

BROTHER JOHN TAMPLIN has left for Denver, Col. No. 9 has lost a good worker.

FATHER BRODERICK says business is brisk. Hope it won't require him to stay away this year.

BROTHER JACK REYNOLDS, of No. 22, is sojourning in the southern part of Indiana; but like the rest, expects to come home soon.

O. W. CUTLER and H. C. Howard are regular correspondents of the MAGAZINE, and we are quite proud of and return thanks to them for many favors received.

BROTHERS JO and SAM HAMPTON, of No. 22, are at Rose City, working on the Iron Mountain Railroad.

BROTHER W. HUGHES, of No. 56, has gone and done it. May you live long and the little Hughes be many.

SCRANTON LODGE, No. 7, has removed into the hall occupied by the B. of L. E., Division No. 58, and a fine hall it is.

WE are sorry to learn of Brothers Williams and Bingham being absent from home. We sympathize—as we have been away too.

CAL R. ELLIOTT, P. M. of No. 14, has gone and done it, and right while a big strike was on. Good luck attend you, Cal.

BROTHER GOVE, of No. 38, is sojourning near Friend "Scott." Maybe Burt can show him the evils of his ways. Try him on.

BROTHER FRANK SMITH, of No. 36, is badly in need of information. Brothers of No. 36 should help Frank, as he is unable to help himself.

"M. S. M.'s" name is as much sought after as was "Shandy Maquire's," but we can not give any names unless authorized by the author. The "Old Tramp" caps them all.

BROTHER DEPUGH, of No. 22, is confined to his house, but hopes to get out soon; if not, he will find willing and ready hands to assist him in his troubles. Nerve up, George.

WE regret to learn of the death of Mrs. McKenna, the wife of our worthy Brother, J. P. McKenna, of Louisville Lodge, No. 23. We deeply sympathize with our Brother, to whom is left the care of five little children.

ROSE CITY LODGE, No. 45, has a Brother by the name of Edward Charles Frederick William Bernard Schimmelpfing. Don't believe they can get the banner for MAGAZINE subscribers, but we are quite sure they can on names. Now, Barney, (as he is called for short) is an O. K. boy, and takes well in Texarkana, Texas.

BROTHER MARK MILLER says harm can not befall the innocent, and we know it can not in his case. But a good time is coming, Mark.

A GRAND BALL will be given in Indianapolis, Ind., September 13th, 1877, in behalf of the imprisoned strikers of that city. On this occasion the ball will be attended by the Grand Lodge and representatives of the Brotherhood. Prof. Ben Gresh, with his full string band, have volunteered their services. Messrs. Shivel & Smith, printers, will furnish all printed matter gratuitously. A good time is expected.

WE would ask all members of the Order to carefully and considerably read the articles in Sidney Myers' speeches, copies of which we have forwarded to most of our Lodges. They are worthy of deep thought.

W. J. M.—The newspapers have not been instrumental in quieting mobs, but, on the contrary, firearms, of which none were required nor used directly against the striking men, but the element surrounding them, has brought loud denunciations upon the strikers.

DELEGATES to the Convention will report to the Spencer House, Tuesday morning, September 11th, 1877, to Brother Chas. Bennett, who will assist W. N. Sayre in making necessary arrangements.

W. R. WORTH, G. M.

IN answer to many communications as to why I was placed under bonds, I beg leave to answer by reprinting the following article taken from the Indianapolis (Ind.) *Sentinel*, of August 11th, 1877, which gives the facts:

In discoursing upon liberty, law, courts, justice and penalties, W. N. Sayre becomes a good text. True, this citizen of Indianapolis is only one of the forty-five millions of persons who claim citizenship in the ocean-bound republic of America, and yet while representing only one forty-five millionth part of the sovereignty of this empire republic, his rights under the law are so sacred, and of such vital importance, that if one of them is cloven down the entire population of the country feel the shock. Their liberties have been invaded; right succumbs to might; tyranny overrides justice; despotism tramples upon law, and, as a consequence, freemen are reduced to slaves. The maxim that "Eternal vigilance is the price of liberty" is not more trite than true, nor is it too trite for daily publication in all of the journals of the land, and it is of special significance at this juncture. To place this conspicuously before the readers of the *Sentinel* the submission of a few facts will suffice, and in this connection we reproduce Judge Drummond's sentence upon W. N. Sayre. We do it because there is nothing like it in the authentic records of proceedings in any court, not organized to convict, from the days of Moses to the present time. It will be understood that Mr. Sayre was arrested on the charge of contempt of court. Upon this charge he was arraigned and tried and found *not* guilty. In proof of this, here is what Judge Drummond said:

"I hardly think the testimony is sufficient to punish this defendant for contempt of court, while it is the duty of this court to punish all who may be adjudged guilty of contempt, but this court will never in this summary way inflict punishment on any offender against whom the charge has not been clearly proven. It is

quite evident, however, that there was an understanding existing between the defendant and the parties engaged in the strike. He no doubt sympathized with them, and was willing to aid and co-operate with them to a certain extent, but whether he would desire to go so far as to interfere does not appear. He is therefore entitled to the benefit of the doubt. *He, with many of his Brotherhood, was undoubtedly engaged in the strike, and went so far as to cause men to quit work, and that is the only offense with which this court takes cognizance.* The court has no right to punish a man for being on the ground. I shall therefore discharge Mr. Sayre, requiring him to file a bond of \$5,000 for his good behavior for one year."

We confess to a profound reverence for law, to a sacred regard for justice, to a prudent veneration for judges, and to an unmitigated contempt for tyrants. We would have criminals punished and the innocent go free. We regard the liberties of the people as sacred beyond expression, and the courts of the country the strongest citadels contemplated by the Constitution for their protection. But the case of W. N. Sayre is one that is being passed over too lightly. It involves considerations of vital importance. He was charged and found innocent of the charge. He was not guilty of contempt of court. It was not "clearly proven," says Judge Drummond. He did not interfere to prevent the carrying out of Judge Gresham's orders. He did not "go so far as to interfere." At least the testimony did not make that fact "appear," and being entitled to the benefit of the doubt, he was declared innocent of the charge. Still his liberties were cloven down and he was put under \$5,000 bonds. Why? Let Judge Drummond say. He, (Sayre) with many of the Brotherhood, was undoubtedly engaged in the strike, and went so far as to cause men to quit work, AND THAT IS THE ONLY OFFENSE WITH WHICH THIS COURT TAKES COGNIZANCE. Not the offense for which he was charged, not the offense for which he stood trial—not the offense he was called upon to disprove, but a supposed case

—that "he, with his Brotherhood, was undoubtedly engaged in the strike, and went so far as to cause men to quit work." And this supposed offense, not charged and not proved, and for which he was not arrested, is the "only offense with which" Judge Drummond "takes cognizance." The Judge further says, "I shall therefore discharge Mr. Sayre." Oh, what a discharge was that! A citizen arrested on a specific charge; tried, found not guilty and "discharged;" discharged under a penalty of \$5,000 to keep the peace. Was it proved that he had transcended any of the rights of an American citizen? Was it proved that he was guilty of contempt of court? Was it proved that he had done aught but to labor for the protection of life and property, and in all matters deported himself as a good citizen? If so, why does not Judge Drummond state the facts? He does no such thing. On the contrary he declares the innocence of Sayre. The charge was not "clearly proven." The Constitution, the law, justice, every word, enactment and decision, each with a tongue and a voice attuned to the loftiest demands of American citizenship demands the absolute and unconditional liberation of W. N. Sayre. Judge Drummond DISCHARGED him with the badge of a suspected felon. He hung about his neck a bond of \$5,000 for his good behavior for one year. The discharge was fairly won. Sayre had passed through the ordeal demanded by the law. The furnace was hot, and he came forth unscathed by the fire. He was innocent and free. He had met the requirements of the law and established his right to his liberty. Notwithstanding all this Judge Drummond imposed a most humiliating penalty, and here the people will ask, a penalty for what? We take Judge Drummond's charge and declare that it is a penalty upon innocence, and therefore stands alone the only instance of the kind on record. So far as we are informed the sentence of Judge Drummond requiring Sayre to give bail in the sum of \$5,000 is universally condemned. Its injustice is confessed, its cruelty con-

ceded. Since Sayre was not guilty of the offense charged, to inflict a penalty upon him for some other offense neither charged nor proven, is placing the liberties of the people in such jeopardy as calls loudly for further legislation upon the exercise of powers by the courts. Evidently this case of Sayre is one requiring the attention of Congress, for while it is right and proper to yield a cheerful and loyal obedience to the mandates of the courts, it is equally right and proper that the rights and liberties of the humblest citizen shall be sacredly guarded and courts placed under proper restraint.

W. N. SAYRE.

Resolutions.

FORT WAYNE, IND., July 19, 1877.

At a regular meeting of Friendship Lodge, No. 18, B. of L. F., the following resolutions of thanks were adopted:

Resolved, That we tender a vote of thanks to Division No. 12, B. of L. E., for the interest taken in behalf of Friendship Lodge, No. 18, B. of L. F., and for the many acts of kindness received, and their well wishes for our future prosperity.

Resolved, That a copy of these resolutions be presented to Division No. 12, B. of L. E., and published in the B. of L. F. MAGAZINE.

FERD SNYDER, Sec'y.

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PROVIDENCE, R. I., July 24, 1877.

At a recent meeting held by Providence Lodge, No. 25, B. of L. F., the following resolutions were passed:

WHEREAS, In consideration of the fact that the wife of our worthy Brother Geo. D. Olliver having expressed her regard for our organization in a very appropriate manner, by way of an artistic display of the motto of our Order; be it

Resolved, That we, as a Lodge, accept the same and tender our sincere thanks, and by our untiring efforts may we be allowed to look upon it for a lasting time.

Resolved, That these resolutions be printed in the B. of L. F. MAGAZINE.

LOUISVILLE, KY., August 12, 1877.

At a regular meeting of Louisville Lodge, No. 23, B. of L. F., held at their hall August 5th, 1877, the following resolutions of thanks were adopted:

Resolved, That the thanks are due and hereby tendered to Miss Nannie Jones, of Shelbyville, Ky., for the beautiful motto bearing the inscription—

"IN GOD WE TRUST."

And may each Brother repeat them, and with sincerity place in Him their whole dependence.

Resolved, That a copy of these resolutions be presented to the donor, and also to the B. of L. F. MAGAZINE for publication.

ED OWENS,
P. LANIN,
F. FLANNIGAN,
Committee.

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AS TRAIN No. 62, called the Denver express, was bound west on Saturday evening, July 7th, at 10:30, and running at the rate of eighteen miles per hour, she ran off the switch at Drake Station. The engine, baggage and smoking-car went down an embankment about ten feet; the engine rolling over, badly scalded the fireman, Philip Short, a member of Blooming Lodge, No. 40. It was thought by many that the switch had been misplaced by tramps, as no train had been on the switch during the day. The company done all in their power to aid the injured man's recovery.

Resolved, That our thanks are due and hereby tendered to A. M. Hannaford, a member of Division No. 19, B. of L. E., for his kindness and care in behalf of our Brother, P. Short.

W. B. KING,
L. O'NEAL,
J. CLARK,
Committee.

ALBANY, N. Y., August 19, 1877.

At a regular meeting of Capital City Lodge, No. 71, B. of L. F., the following was adopted:

Resolved, That we tender our thanks to Van Bergen Lodge, No. 62, B. of L. F., for courtesies received by visiting Brothers.

D. O. SHANK, Master.

L. O'BRIEN, R. S.

Death Notices.

MOBERLY, Mo., August 21, 1877.

The following resolutions were adopted at a special meeting of Anchor Lodge, No. 54, B. of L. F., upon being notified of the death of Brother Jos. Snyder:

WHEREAS, It has pleased our Great Grand Master, in His divine wisdom, to summon from earth to His heavenly home, a worthy Brother of a sister Lodge; and,

WHEREAS, While affiliating with us we found him to be a noble friend and worthy comrade; therefore be it

Resolved, That to our sister Lodge and all friends of the deceased we tender our sincere and heartfelt sympathy in their irreparable loss, pointing them for consolation to the "will of Him who doeth all things well;" trusting that our loss will be his gain.

Resolved, That as a token of respect these resolutions be placed upon our minutes, and a copy be sent to Vigo Lodge, No. 16, and that they be published in the BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE.

M. OLMSTEAD,
WM. CHEENY,
Committee.

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AUSTIN, Minn., August 12, 1877.

At a meeting of North Star Lodge, No. 39, B. of L. F., held August 12th, the following resolutions were unanimously adopted:

WHEREAS, It has pleased an All-wise Providence to remove from our midst Brother Joseph Floyd, of Hokah, Minn., an exemplary Brother

and an earnest worker in the cause of right and justice; therefore be it

Resolved, That in his death we shall all take warning to be always ready to meet the Conductor who initiates us to a world unknown; and be it further

Resolved, That we extend our sincere sympathy to his bereaved widow who has lost a good companion and helper; and be it further

Resolved, That our sincere thanks are hereby tendered to Mrs. J. C. Snure, and Mrs. McLane, and Mrs. Wyler, for a wreath of flowers with the initials of our Order—B. of L. F.—for the adornment of our Brother's coffin; and be it further

Resolved, That we extend our thanks to Francisco Lodge, No. 49, I. O. O. F., for courtesies shown our Brother in burial; and be it further

Resolved, That our thanks are due and hereby extended to J. B. Henney, Master Mechanic of the S. M. R. R., for closing his shops, thus allowing employes to attend the funeral, and to employes and citizens for marks of respect shown our Brother; and be it further

Resolved, That our charter be draped in mourning for the space of thirty days as a further mark of our respect, and that a copy of these resolutions be sent to Mrs. Floyd, and to Brothers on the S. M. R. R., and to the BROTHERHOOD OF LOCOMOTIVE FIREMEN'S MAGAZINE for publication.

GEO. TALBOT,
S. F. BROWNE,
Committee.

Withdrawals.

From No. 7 to join No. 78.—Jos. Keach.

BLACK LIST.

EXPELLED.

No. 7. — M. Sheffield, deserting family.

No. 25.—Arnold P. Green and E. H. Sanford, violation of obligation.

Grand Lodge Officers.

W. R. WORTH.....	Grand Master,
Brookfield, Mo.	
JOHN BRODERICK.....	Vice Grand Master,
Hornellsville, N. Y.	
WM. N. SAYRE.....	Grand Sec'y and Treas'r,
Indianapolis, Ind.	
J. W. RICHARDSON.....	Grand Warden,
Louisville, Ky.	
C. W. BULLIS.....	Grand Conductor,
Grand Rapids, Mich.	
J. W. SINCLAIR.....	Grand Inner Guard,
Phillipsburg, N. J.	
L. M. HOLLOWAY.....	Grand Outer Guard,
Pittsburg, Penn.	
JAMES HUNT.....	Grand Marshal,
East St. Louis, Ill.	
MARION BARNHILL.....	Grand Chaplain,
Indianapolis, Ind.	

Grievance Committee.

W. R. WORTH.....	Chairman
J. BRODERICK.....	Assistant Chairman
WM. N. SAYRE.....	Secretary
M. B. FARKINGTON.....	North Platte, Neb.
F. B. ALLEY.....	Louisville, Ky.
W. C. BYERS.....	Cedar Rapids, Iowa
JAS. GORMAN.....	Oswego, New York
Geo. W. HEIDENTHAL.....	Port Jervis, New York
J. C. BARNARD.....	Urbana Illinois

Officers of Insurance.

G. W. HEIDENTHAL, Pres't.....	Port Jervis, N. Y.
J. C. BARNARD, Vice-Pres't.....	Urbana, Ill.
W. N. SAYRE, Sec. & Treas'.....	Indianapolis, Ind.

Finance Committee.

R. EBBAGE, Chairman.....	Terre Haute, Ind.
CHARLES BOND.....	Indianapolis, Ind.
W. LARUE.....	Indianapolis, Ind.
C. T. RITCHIE.....	Urbana, Illinois
WM. HUGO.....	Indianapolis, Ind.

Executive Committee.

O. W. CUTLER, Chairman.....	Providence, R. I.
M. FRITZ.....	
J. A. SHUFELT.....	Buffalo, N. Y.
D. E. ELLIOTT.....	New York City
H. H. CLAPP.....	Galesburg, Illinois
W. C. BYERS.....	Cedar Rapids, Iowa
R. V. DODGE.....	Chicago, Illinois
J. S. BEACH.....	Detroit, Michigan
GEORGE H. BRAGG.....	Mansfield, Mass.
M. W. CAMPBELL.....	Little Rock, Arkansas
G. C. WHITECAR.....	Scranton, Penn.

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Monday evening at 7:30.	
J. B. Fisher.....	Master
E. G. Medrick.....	Rec. Sec'y
M. Gould (Box 732).....	Insurance Agent
L. D. Miller.....	Magazine Agent

2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. F. Hall, on Main street.	
H. D. Foster.....	Master
J. E. Donevan.....	Rec. Sec'y
H. W. Plummer.....	Insurance Agent
H. W. Plummer.....	Magazine Agent
3. JERSEY CITY, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove street, every Thursday at 8 p.m.	
F. W. Davis (190 11th street).....	Master
J. Gerrish, 185 Tenth st.....	Rec. Sec'y
Chas. Vallaur.....	Insurance Agent
(Morris & Essex Eng. House, Hoboken, N. J.)	
4. GREAT WESTERN, at Meadville, Pa. Meets 2d and 4th Sundays at 7:30, at M. and B. Hall, Water street.	
K. D. Cobb.....	Master
J. F. Huffman.....	Rec. Sec'y
L. Williamson.....	Insurance Agent
Samuel Quackenbush.....	Magazine Agent
5. UNION, at Galion, Ohio. Meets every Wednesday evening.	
A. J. Jinkinson.....	Master
C. Bennett.....	Rec. Sec'y
V. Schull.....	Insurance Agent
Chas. Bennett.....	Magazine Agent
6. DAYTON, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow streets, first Sunday of each month.	
Frank States (19 Zeigler street).....	Master
J. C. McCutcheon.....	Rec. Sec'y
Chris. Sweetman.....	Insurance Agent
Chris. Sweetman.....	Magazine Agent
7. SCRANTON, at Scranton, Pa. Meets in Red Men's Hall, every 2d and 4th Sunday of each month.	
M. Moran.....	Master
S. D. Schooley.....	Rec. Sec'y
G. C. Whittecar.....	Insurance Agent
S. D. Schooley (Box 37).....	Magazine Agent
8. JACKSON, at Vincennes, Indiana.	
F. N. Schooley.....	Master
W. P. Huffman.....	Rec. Sec'y
9. FRANKLIN, at Columbus, Ohio. Meets in B. of L. E. Hall, 1st and 3d Tuesday nights of each month.	
J. W. Tamplin, 139 W. 2d avenue.....	Master
J. Q. Glenn, 78 Spruce st.....	Rec. Sec'y
J. Q. Glenn, 78 Spruce st.....	Magazine Agent
10. CLEVELAND, at Cleveland, Ohio.	
D. T. Henderson.....	Master
A. C. Burke.....	Rec. Sec'y
D. T. Henderson.....	Insurance Agent
(C. C. C. & I. Engine House.)	
11. EXCELSIOR, at Phillipsburg, N. J. Meets in May Council, O. U. A. M. hall, 2d and 4th Sundays, at 2 p.m.	
O. Kidney.....	Master
G. Williams.....	Rec. Sec'y
W. Kechline (Box 138).....	Insurance Agent
J. S. Gorgas.....	Magazine Agent
12. BUFFALO, at Buffalo, N. Y. Meets every evening: hall, 253 Michigan st.	
J. W. Aylesworth.....	Master
A. L. Jacobs (101 Spring st.).....	Rec. Sec'y
J. H. Crossman.....	Insurance Agent
(498 Swain street.)	
I. H. Crossman.....	Magazine Agent
13. MISSISSIPPI VALLEY, at East St. Louis, Ills. Meets every Sunday at 2 p.m. in Jackieschs' hall.	
Geo. McGarrahan.....	Master
J. L. Benedict.....	Rec. Sec'y
Jas. H. Hunt.....	Insurance Agent
Jas. H. Hunt.....	Magazine Agent

14. EUREKA, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington street.
W. La Rue.....Master
M. Barnhill (Bee Line Shops).....Rec. Sec'y
Wm. Hugo.....Insurance Agent
C. Duckwiler.....Magazine Agent
15. PACIFIC, at St. Louis, Mo.
I. Rogers.....Master
Jas. Clough (3012 Sarah st.).....Rec. Sec'y
J. D. Rogers.....Insurance Agent
(Box 60, Chamolis, Mo.)
J. F. Clough.....Magazine Agent
16. VIGO, at Terre Haute, Ind. Meets every Wednesday evening, at cor. Seventh and Main streets.
Robert Ebbage.....Master
E. V. Debbs (Box 104).....Rec. Sec'y
Wm. Davis (Box 522).....Insurance Agent
C. A. Bennett (Box 1074).....Magazine Agent
17. LEACH, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
M. Morgan.....Magazine Agent
18. FRIENDSHIP, at Fort Wayne, Ind.
B. F. Cooper.....Master
(P., Ft. Wayne & C. Eng. House.)
F. Snyder, 138 Force st.....Rec. Sec'y
J. R. Anderson.....Insurance Agent
(P., Ft. Wayne & C. Eng. House.)
Ferd. Snyder.....Magazine Agent
19. HOPE, at Alliance, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
Wm. Nazor.....Magazine Agent
20. WESTERN STAR, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
O. D. Pratt (Box 588).....Insurance Agent
21. INDUSTRIAL, at South St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Insurance Agent
22. CENTRAL, at Urbana, Ill.
M. W. Dwyer.....Master
Wm. Trenary.....Rec. Sec'y
M. W. Dwyer.....Magazine Agent
C. T. Ritchey.....Insurance Agent
23. LOUISVILLE, at Louisville, Ky. Meets every Sunday.
Frank B. Alley (286 Wengel st.).....Master
J. W. Richardson.....Rec. Sec'y
J. W. Richardson.....Insurance Agent
(379 E. Jefferson.)
J. W. Richardson.....Magazine Agent
24. H. G. RUST, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
Wm. E. Brewer.....Insurance Agent
(Lock Box 550.)
Miles Grosvenor.....Magazine Agent
25. PROVIDENCE, at Providence, R. I. Meets every Monday night at Engineers' Hall.
A. P. Green (Box 1052).....Master
H. C. Howard.....Rec. Sec'y
(B. & P. Engine House, Boston Highlands.)
A. P. Green (Box 1052).....Insurance Agent
E. H. Sanford (Box 1052).....Magazine Agent
26. J. W. THOMAS, at Nashville, Tennessee. Meets 1st and 3d Sundays in each month at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey.....Rec. Sec'y
(cor. W. Gay and Hines sts.)
Will Achey.....Magazine Agent
27. HAWKEYE, at Cedar Rapids, Iowa.
F. A. Davis.....Master
A. S. Funk.....Rec. Sec'y
Ed. L. Day.....Insurance Agent
W. S. Davis.....Magazine Agent
28. ELKHORN, North Platte, Neb.
H. J. Clark.....Master
J. E. Phillips.....Rec. Sec'y
H. J. Clark.....Magazine Agent
29. CHAMPION, at Detroit, Mich.
J. A. Robertson.....Master
(315 Congress street, West Detroit.)
Frank Clark.....Rec. Sec'y
J. Beach.....Insurance Agent
Fort Gratiot, Mich.
Frank Clark (257 17th st.).....Magazine Agent
30. HARMONY, at Susquehanna, Dep.
James Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
Wm. Mack (Box 498).....Insurance Agent
31. FORT CLARK, at Peora, Ill.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. AMERICUS, at Grand Rapids, Mich.
Charles Jewell, 82 Center st.....Master
George H. Scott.....Rec. Sec'y
33. CECIL FLEMING, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
R. T. Chappell.....Insurance Agent
J. Jones.....Magazine Agent
34. ORCHARD CITY, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
L. H. Ingersoll.....Magazine Agent
35. WASHINGTON, at Lafayette, N. J.
J. C. Cline (142 Marshal st.).....Master
A. C. Schenck (120 Broadway).....Rec. Sec'y
F. Wynkoop.....Magazine Agent
(Somerville, N. J.)
36. TIPPECANOE, at Lafayette, Ind. Meets every Sunday at 2 P. M., at B. of L. F. Hall, corner Sixth and Main sts., Curtis' Block.
C. E. Quaco (216 Main street).....Master
J. H. Brewer.....Rec. Sec'y
H. C. Ward.....Insurance Agent
C. E. Quaco, 26 Main st.....Magazine Agent
37. MOUNTAIN CITY, at Altoona, Pa.
D. S. Long.....Master
J. Miles Stonbreaker, Box 343.....Rec. Sec'y
F. J. Stone.....Insurance Agent
J. H. McMurray, Box 343.....Magazine Agent
38. KEY STONE, at Pittsburgh, Pa. Meets every Monday evening at Odd Fellows' Hall, Beaver avenue.
D. Larned (1039 Penn. Ave.).....Master
Burt E. Gove.....Rec. Sec'y
(134 Juniata st., Allegheny)
Burt E. Gove.....Magazine Agent
39. NORTH STAR, at Austin, Minn.
H. M. Baker.....Master
J. J. Burns.....Rec. Sec'y
Wm. Chambers.....Magazine Agent
40. BLOOMING, at Bloomington, Ill.
Charles C. Hotchkiss, 1206 N. Lee st.....Master
James Martin.....Rec. Sec'y
T. O'Neil.....Insurance Agent
T. O'Neil.....Magazine Agent
(902 W. Chestnut street.)
41. FOX RIVER, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Insurance Agent
G. L. Cummings.....Magazine Agent

42. MISSOURI VALLEY, at Sedalia, Mo. Meets every 3d Sunday and every 4th Wednesday.
R. C. Yoof.....Master
C. Schernowkie.....Rec. Sec'y
R. S. Sullivan.....Insurance Agent
L. D. Palmer.....Magazine Agent
43. ST. JOSEPH, at St. Joseph, Mo.
L. Mooney.....Master
D. C. Pierce.....Rec. Sec'y
James Harwood.....Insurance Agent
44. RELIABLE, at Brookfield, Mo. Meets 2d and 4th Thursdays, in B. of L. E. Hall.
R. Cheney.....Master
S. Leonard.....Rec. Sec'y
W. R. Worth (Box 13).....Insurance Agent
W. R. Worth (Box 13).....Magazine Agent
45. ROSE CITY, at Little Rock, Ark. Meets in Engineers' Hall, cor. Main and Second streets, every Sunday at 2:50 p. m.
M. W. Campbell (Lock Box 648).....Master
James Waldrup.....Rec. Sec'y
Joseph Schellhorn.....Insurance Agent
46. CAPITAL, at Springfield, Ill. Meets every Wednesday night at Engineers' Hall.
L. A. Wisman, South 11th st.....Master
H. C. Bingham, 1308 Jackson st. Rec. Sec'y
L. Wisman.....Insurance Agent
(1201 West Chestnut street.)
Joseph Henry.....Magazine Agent
47. TRIUMPHANT, at Chicago, Ill. Meets 2d and 4th Sundays in each month, at 7 p. m., in Railroad Chapel.
R. V. Dodge (No. 12, 16th st.).....Master
P. G. Eich (65 E. Polk st.).....Rec. Sec'y
P. Furlong.....Insurance Agent
W. H. Gould & P. Furlong. Magazine Agents
48. AMICITI, at Harrisburg, Pa.
Wm. Stiner (4th and Reily sts.).....Master
L. C. Clemson.....Rec. Sec'y
837 Pennsylvania avenue
C. W. Grayson.....Magazine Agent
49. SPRINGFIELD, at Springfield, Mass.
H. C. Davis.....Master
C. O. Mansus.....Rec. Sec'y
G. J. Connor.....Insurance Agent
W. M. Ball.....Magazine Agent
50. NEW YORK CITY, at New York. Meets 1st and 3d Sunday mornings, and 2d and 4th Saturday Saturday nights in each month, at 869 Second avenue.
H. J. Hedden (616 Lexington ave.).....Master
H. E. Pepper.....Rec. Sec'y
L. J. Park (211 E. 46th st.).....Magazine Agent
51. FRONTIER CITY, at Oswego, N. Y.
A. L. Baldwin, East Mitchell st.....Master
Burt Lewis.....Rec. Sec'y
M. Gorman.....Magazine Agent
52. GOOD WILL, at Logansport, Ind.
J. S. Cool.....Master
J. S. Cool, Lock-box 628.....Rec. Sec'y
C. D. Cool.....Magazine Agent
53. FIDELITY, at Sunbury, Pa.
John Pittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y
54. ANCHOR, at Moberly, Mo. Meets 1st and 3d Sundays in each month at I. O. O. F. Hall.
M. Olmsted.....Master
J. Hyndman.....Rec. Sec'y
J. A. Chapman.....Insurance Agent
F. Wilcox.....Magazine Agent
55. BLUFF CITY, at Memphis, Tenn. Meets every Sunday at 2 p. m. at Engineers' Hall, Adams street.
Wm. Bender, 206 Old Raleigh st.....Master
O. B. Hanes.....Rec. Sec'y
56. TOPEKA, at Topeka, Kan. Meets at Odd Fellows' Hall 1st and 3d Sundays of each month.
George Scott.....Master
J. R. Geheen.....Rec. Sec'y
Charles McIlroy.....Magazine Agent
57. BOSTON, at Boston, Mass. Meets 1st and 3d Sundays of each month, at 10:30 a. m., and 2d Wednesday at 7:30 p. m., in Engineers' Hall, 47 Hanover street.
L. L. Parker, Jr.....Master
(70 Cambridge street, E. Cambridge, Mass.)
B. F. Dean (Box 64, E. Boston).....Rec. Sec'y
L. L. Parker, Jr.....Magazine Agent
58. STAR, at Hoboken, N. J. Meets 2d Sundays and 4th Thursdays, at 67 Newark street.
E. Sturges, Box 56.....Master
B. P. Bullock.....Rec. Sec'y
(27 Washington Terrace)
59. ASHLEY, at Ashley, Pa.
J. M. Peck.....Master
A. E. Detro.....Rec. Sec'y
Joseph Bennett.....Insurance Agent
Joseph Bennett.....Magazine Agent
60. UNITED, at Philadelphia, Pa.
W. R. Roberts (256 Diamond st.).....Master
J. L. Bodey (416 W. Norris st.).....Rec. Sec'y
Robert Deary.....Insurance Agent
(North Pennsylvania Eng. House.)
Robert Deary.....Magazine Agent
61. MINNEHAHA, at St. Paul, Minn. Meets every 2d and 4th Sundays at 3 p. m., cor. 7th and Jackson sts., Engineers' Hall.
R. Peel (Box 1834).....Master
W. Hubbs (St. P. & P. Shops).....Rec. Sec'y
R. Peel.....Insurance Agent
R. Peel (183 Exchange st.).....Magazine Agent
62. VAN BERGEN, at Carbondale, Pa. Meets in Engineers' Hall every Tuesday night.
E. McCauley.....Master
J. Van Demark.....Rec. Sec'y
O. E. Histed.....Insurance Agent
A. W. Hoyle.....Magazine Agent
63. HERCULES, at Danville, Ill. Meets every 3d Sunday and every 4th Wednesday.
W. A. Pickering.....Master
J. A. Bain, C. D. & V. shops.....Rec. Sec'y
L. Brownold.....Insurance Agent
J. A. Bain.....Magazine Agent
64. LOYAL, at Ellis, Kan. Meets in B. of L. E. Hall.
W. H. Hamilton.....Master
W. H. Cook.....Rec. Sec'y
W. H. Hamilton.....Magazine Agent
(Box 16, Brookville, Kan.)
65. ISLAND CITY, at Brockville, Ontario, (Canada). Meets 2d and 4th Sundays in B. of L. E. Hall.
A. E. Pennock.....Master
W. H. Stewart.....Rec. Sec'y
W. H. Stewart.....Insurance Agent
W. H. Stewart.....Magazine Agent
66. CHALLENGE, at Bellville, Ont., (Canada). Meets 2d and 4th Sundays, in B. of L. E. Hall.
Patrick Flannery.....Master
James Cummins.....Rec. Sec'y
F. Lorenger.....Insurance Agent
Wm. Smith.....Magazine Agent

67. DOMINION, at Toronto, Can. Meets every 1st and 3d Mondays at 7:30 p. m., in B. of L. E. Hall, Duun's Block, Queen street.
Charles Pope.....Master
(26 Little Richmond st.)
Wm. Prenter.....Rec. Sec'y
(43 Esther st.)
George Shields.....Magazine Agent
(16 Ester st.)
-
68. HUDSON, at Jersey City, N. J.
Z. T. Ross (313 6th street).....Master
W. J. Burton.....Rec. Sec'y
Box 243 New Brunswick, N. J.
Wm. H. Surrey.....Insurance Agent
B. Hare (245 Grand st.).....Magazine Agent
-
69. HURON, at Port Huron, Mich.
T. W. Lord.....Master
(Box 13, Ft. Gratoit, Mich.)
Charles Raymond.....Rec. Sec'y
(Box 13, Ft. Gratoit, Mich.)
C. Raymond.....Insurance Agent
(Box 13, Ft. Gratoit, Mich.)
J. D. Brentnell.....Magazine Agent
(Box 13, Ft. Gratoit, Mich.)
-
70. LONESTAR, at Marshall, Texas. Meets in I. O. O. F. Hall.
A. C. Caten.....Master
James McDonough.....Rec. Sec'y
T. H. Wagensler.....Insurance Agent
James McDonough.....Magazine Agent
-
71. CAPITAL CITY, at Albany, N. Y. Meets every third Sunday and every fourth Friday night at 8 o'clock at 540 Broadway
D. O. Shank, 85 Cherry street.....Master
L. O'Brien, 7 Union street.....Rec. Sec'y
S. Smith, 103 Grand st.....Magazine Agent
John Wethernox.....Insurance Agent
55 Knox st.
-
72. WELCOME, at Camden, N. J.
Wm. Cowels, 411 Hartman st.....Master
L. Elberston.....Rec. Sec'y
(Cor. 2d and Bridge ave.)
H. Alcott.....Insurance Agent
A. Huston.....Magazine Agent
318 Bridge ave.
-
73. BAY STATE, at Worcester, Mass.
C. E. Bullard.....Master
T. E. Kelton, 42 Portland st.....Rec. Sec'y
T. E. Ketton.....Insurance Agent
42 Portland street
C. E. Bullard.....Magazine Agent
32 Plymouth street.
-
74. KANSAS CITY, at Kansas City, Mo.
B. B. McCrum.....Master
John Clinton.....Rec. Sec'y
cor. 14th and Hickory, West Kansas City.
Frank Rogers.....Insurance Agent
1206, cor. 9th and St. Fee sts.
B. B. McCrum.....Magazine Agent
905 Penn street.
-
75. ENTERPRISE, at West Philadelphia.
M. T. Goundie.....Master
8001 Spring Garden st.
C. E. Christian, 3922 Aspen st.....Rec. Sec'y
L. H. Rocky.....Magazine Agent
[3221 Spring Garden st.]
-
76. VALLEY CITY LODGE, at East Saginaw, Michigan. Meets Sunday evenings at B. of L. E. Hall.
F. C. Blanchett.....Master
J. Lennox, Box 860.....Rec. Sec'y
J. Lennox, Box 860.....Insurance Agent
W. Hannon, Box 1199.....Magazine Agent
-
77. ROCKY MOUNTAIN, at Denver, Col. Meets every Thursday night in B. of L. E. Hall.
L. C. Ames.....Master
W. F. Hynes.....Rec. Sec'y
L. C. Ames.....Magazine Agent
-
78. BINGHAMTON, at Binghamton, N. Y. Meets in B. of L. E. Hall, 2d and 4th Saturday evenings.
Thomas Milan, Box 725.....Master
Wm. T. Worrell, Box 978.....Rec. Sec'y
Wm. T. Worrell, Box 978.....Magazine Agent
-
79. MIAMI, at Cincinnati, Ohio. Meets in B. of L. E. Hall, 2d and 4th Sundays corner 8th and Freeman sts.
Wm. B. Jones, 21st Ward.....Master
G. Harrocks, 400 George st.....Rec. Sec'y
J. R. Hagan, 168 Barr st.....Insurance Agent
W. H. Sperry.....Magazine Agent
432 George st.
-
- 80, 81, 82, 83, and 84. Organizing.

THE BROTHERHOOD MAGAZINE.

DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN

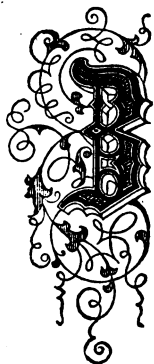
Vol. 1.

OCTOBER, 1877.

No. 11.

ACROSS THE TRACK.

AN ENGINEER'S STORY.



BETWEEN three and four o'clock one autumn afternoon we happened to be a little late, and we ran into Melville, the end of our run, at a very lively rate. There were fifty or more on the platform awaiting the arrival of the train; and among them, more lovely than any [other woman there, was Belle Reighton.

I didn't even so much as know her name then, never having seen her before, and it was just by accident, so to speak, that I saw her then. She stood at one end of the long platform, just in the shadow of the big sign over the window of the express office.

She just started a little as the whistle screamed out close by where she

stood, and that was what drew my attention to her at first.

The brakes were all on, and we were stopping as short as we could, but there were two baggage-cars and half a dozen well-filled coaches behind, and they crowded us pretty hard; and it was evident we would run a rod or two beyond our usual stopping place.

When I saw Belle start, we were not quite even with the point where she was standing—maybe eighteen or twenty feet away. Her foot struck against the wheel of a truck close by, and she staggered headlong right toward the track. Only two or three steps, and she would go over the edge of the platform, and the engine was rushing along to crush her as soon as she fell. I felt cold all at once!

No one was very near near to her; not near enough to grasp her and drag her back from the sudden, terrible death that threatened her. In a moment she would totter over on the rails below—and in a moment my engine would be there too!

Impelled by a sudden impulse, I crawled along the side of the boiler, past the whistle, past the bell, clear

to the front of the engine, and leaped to the platform right across her, as we came on. I saw the fireman stare, and his face actually looked pale through the coal dust and smoke. I saved her!

But the force with which I had sprung from the engine threw me across the sharp iron rest at the bottom of the baggage-truck, and before any one got to me I had fainted clean away, and I had little more life than a dead man.

When I came to myself again they had laid me on a sofa in the ladies' room, and they were all talking at once so fast that I couldn't understand much of anything any of them said except two—the doctor and the girl I had saved.

"He's coming out of his faint," said the doctor. "Two of his ribs are broken, but I do not think he's seriously injured."

"That's bad enough," said a voice—a tender, pitying, woman's voice, all in a tremble, and which I knew instinctively was *her* voice. "But thank Heaven it isn't any worse."

Then all was still a moment. The doctor kept digging and feeling around my ribs in a way that made me imagine he was trying to bore through me with a very small auger. I hadn't opened my eyes yet, and I shut them tighter and bit my lip hard to keep from crying out with the pain.

"One of them is fractured in two places," said the doctor.

"He saved me, but he nearly lost his own life in doing it," said her voice again. "What an awful death it would have been! I want to do something for him, doctor."

"You can do nothing now," was the reply. "We must manage to

get him home as soon as he is fully himself again."

While he was speaking I just raised my eyelids and took a good look at the girl. Her eyes fell as she saw I was looking at her, and the warm blood reddened the face that had been almost as pale as my own—and it was decidedly the prettiest face I had ever seen. Then she opened her big brown eyes, so bright through her tears, and said sweetly and earnestly:

"You are a hero!"

I thought I would willingly have two more ribs broken to hear her say those four words again.

After awhile they took me home. Belle found out where we lived, and ran ahead to prepare my old mother to see me brought in on a stretcher. She wouldn't go away till she had helped mother to make me easy, and extorted a promise from us that she might come and do her part toward nursing me back to health and strength.

She came every day to see me, and—well, by the time I was able to sit up she had promised to marry me the next Christmas. I'm not going to tell you just how it all came about. A man doesn't like to go into details with such a matter, you know.

As soon as I was able to hobble about town, her visits to our house ceased; but you may rest assured that I lost no opportunity to return some of those she had already made, and nearly every morning found me a welcome and happy guest in her neat little parlor.

While visiting Belle one evening I first met Santa Eido. He was Spanish. His fierce, quick-moving black eyes, his dark, almost swarthy face, his every move and gesture, and his speech and general bearing,

all told of the land of his nativity—and were, at the same time, equally impressive of his passionate and impetuous temperament. Yet, taken all in all, he was good-looking; that is, in his peculiar way. But there was nothing about him that would attract my admiration or command my respect. On the contrary, he repelled me; and I did not wonder that Belle thought him a bad man, for she had spoken of him to me many times, telling me of his repeated disagreeable visits to her and of his desire that she would become his wife. So earnestly and vehemently did he press his suit that at last she had resolved to tell him of our betrothal and request that his visits should be discontinued; and I thought the quicker this was done the better it would be for all concerned. So when I was unobserved by the Spaniard, I managed to whisper:

“Tell him now.”

And in her own sweet, womanly way, quietly and with kindly spoken words of regret at his disappointment, she told him all. I saw long before she had finished that Santa Eido's Spanish blood was up. His dark eyes took on a steely glitter; his wide, bad mouth twitched convulsively; his tall, lithe form trembled under the influence of his powerful emotion; and everything told that he was in such a towering passion as only one like him could have in his wayward heart.

“I'm going!” he said, springing to his feet precipitately. “But I warn you that you will yet have cause to regret that you have toyed with the heart of Santa Eido!”

And before either of us could say a word, he was gone; but I didn't forget the savage look and the beast-

like snarl for a month afterward. One day, some little time afterward, Belle showed me a note, of which this is a copy:

“MISS BELLE: I want to beg your pardon, and that of your betrothed husband, for my ungentlemanly deportment on the occasion of my last call at your house. I can plead no excuse except that I was deeply wounded at your summary rejection of me. Thinking of you in the way I did, and being naturally very passionate, it does not seem strange at all to me that I should have exhibited my chagrin and mortification in a manner that seemed uncalled for and rude to you. I beg that you will forgive me, now that I am going far away, and allow me to call to-morrow and receive from your own lips, and those of my fortunate rival, the assurance that, when you shall know me no more forever, you will not think too severely of

“Yours sincerely,
“SANTA EIDO.”

“What shall I do, Carl?” asked Belle, as I finished reading the note and handed it back to her.

At first I did not say anything from sheer surprise. It seemed strange that a man like the Spaniard should wish to apologize for anything of the kind. It struck me as being unnatural for one of his temperament, and certainly on my part it was entirely unlooked for. So I thought it all over carefully, as I watched her slowly fold the paper and put it in its envelope. But aside, from the surprise I felt, I could see nothing to cause me to suspect that he was not, as he had signed himself, sincere. So I said after a time:

“He acknowledges that he has done wrong. He wants to make amends, and it would be hardly fair for us to deny him the privilege, especially as he is going away so

so soon and will probably never bother you again."

That night I dreamed of my sweet-heart happy dreams, and no marrying vision of Santa Eido came to dispel my peace or disturb my slumbers. The next day wore away quickly, as all days do to one actively employed, and before I was aware of it we had almost completed the return run and were rattling along toward Melville at a rushing rate. The sun was just dipping out of sight behind the seared hills away to the left, and the chilly autumn wind whistled by my ears, as I leaned out of the cab, in a way that reminded me that winter was coming. But I didn't mind it, for I was used to exposure. As usual, I kept a keen lookout ahead. An engineer can't be too careful, you know, when he realizes that a bit of recklessness may endanger hundreds of lives as dear as his own.

But there I was, thinking of the people in the coaches behind, when before me a life was in danger which was worth more to me than the whole world beside. I did not know it then, but I saw it a moment later, and it almost froze the blood in my veins:

As we rounded a sharp curve, through a deep cut not half a mile from the station, I saw not twenty rods before us, a woman lying prostrate across one of the rails, and a little nearer a man standing on the ties, right in the middle of the track!

As we came yet nearer, I saw the woman was tied there, and that the man was my Spanish rival, Santa Eido!

Great Heaven! I dared not think who was the woman! I dared not think her name!

Reeling, half fainting from my in-

tense excitement, I whistled "down brakes," seized the lever, and throwing myself upon it as a maniac hurls himself against the prison walls, I reversed the engine.

We were running fast, and couldn't stop quickly. The loaded train pressed us on, the driving-wheels sliding and shrieking on the rails. I shivered and shook like one in an ague fit when I thought that nothing else could us back!

How my heart shrank within me when I realized that the Spaniard was being ground beneath the wheels!

Then I shut my eyes!

The next thing I knew we had stopped—stopped with the cow-catcher within three feet of my bound and insensible darling!

But she was saved!

It was six weeks before she was herself again; but long before that time had elapsed I knew of the horrid treachery of Santa Eido.

Sometimes I think he was a maniac.

Lubricating Flanges of the Leading Wheels of Locomotives.

In a late number of the *German Organ for Railroad Progress* is a communication on this subject from Chief Master of Machinery Mahla, of Munich, which is as follows: "In Germany, it should be remembered, there is usually no truck under the locomotive, and the leading wheels are frequently (not always) driving-wheels. The cutting of the flanges of the leading wheels of locomotives increases appreciably the cost of maintaining the engine, and on this account for some ten years search has been made for some method of reducing it. We refer here only to the frequently tried greater conicity of the tires of the

leading wheels, which, however, is attended with certain disadvantages, and can not be applied to engines whose leading wheels are coupled with the drivers. Recently attention has been directed to the simple method of lubricating the tires at the place where the greatest wear takes place, and the Bavarian State railroads have made extensive experiments in this direction, according to a plan proposed by Mr. Fischer von Roesslerstamm, Chief Inspector of the Empress Elizabeth road. At first the lubrication was effected by means of solid grease tablets, which were set and guided in sockets attached to the springs of the wheels in question. The sockets are movable, so that the tablets in them can be directed exactly upon the friction surface of the tire. The first grease tablets were supplied by the firm of L. Artmann, of Vienna, and made of three degrees of hardness, one for use in winter, one for moderate temperature, and one for midsummer; afterwards, however, the supply was furnished by a domestic manufacturer the material being of similar quality but considerably cheaper in price. Finally, in order to reduce as much as possible the cost of the lubrication, and to simplify the process, felt cased with thin boards and saturated with rape or vulcan oil, was substituted for the grease tablets, and with the most satisfactory results. The felt has this advantage especially over the hard grease, that the lubrication is independent of the temperature of the atmosphere, and therefore can be effected more uniformly. The experiments were made on express engines with fourteen feet, one inch base and on freight engines with three axles coupled and eleven feet four inch wheel base. The comparisons were always made with such engines of similar construction, provided with tires of the same make and ordered at the same time

and performing similar service. Although in spite of this quite considerable differences, due to unequal hardness in the tires and inexactness in the fitting of the engines (the flanges running towards one side), were apparent, still in general there was so considerable a reduction of the wear of the flanges, compared with those not lubricated, that the cost of lubrication could hardly be considered in comparison with it. It can now properly be affirmed that with a rational lubrication the life of a leading wheel with a lubricated flange relative to that of one not lubricated is at least 3 to 2, which illustrates the great value of the lubrication. Moreover, on engines with lubricated flanges the unpleasant noise of the friction between wheel and rail while running around sharp curves disappears, and the running there is gentler and easier. Evidently the wear of the rail head on the outer line of rails or curves is reduced by the lubrication in the same proportion as the wear of the flanges, and so there accrues an advantage not to be despised in connection with the maintenance of road. Hitherto lubrication has been applied only in dry weather, and in time of rain it appears less necessary, as then the rain-water serves as a lubricant. In snow storms the lubrication has to be interrupted, since the snow remains partly hanging to the tires, and pushes the lubricating tablets back from the surface of contact, and finally into their sockets. However, in this case also the lubrication is only of subordinate importance, since the snow then fulfills in part the object aimed at. So far as concerns attendance to the lubricating apparatus, it is the simplest imaginable, and causes the enginemen little trouble and labor; he is at most for pouring on a few drops of oil at the chief stations, so that in this connection no objection can be made to the introduction of lubrication. Also, the

fear that the upper face of the rails or the running surface of the driving-wheels would become greasy, has been shown to be groundless. No case has been known where the driving-wheels slipped in consequence of the lubrication. The cost of the lubrication, as it has been done hitherto, amounted on the average to four to six cents per 100 miles run when hard grease was used, and at 1.3 to 2 cents per 100 miles run when felt saturated with oil was used. In the latter case, assuming that an engine runs 25,000 miles, the expense per year would be \$3 to \$5—an amount which almost disappears in comparison with the advantage attained."

ALVIN ADAMS, the founder of the Adams Express Company, died at his residence in Watertown, Massachusetts, September 1st, at 10 o'clock, aged seventy-three years.

Electro-Magnetism Applied to Railway Wheels.

Attempts have been made, during a considerable period, to utilize electro-magnetism in working railways; sometimes directly as motor force, sometimes for brakes, sometimes to increase adhesion. M. Dreyfus has made a collection of the records of the various attempts, in which he says that Amberger first employed electro-magnetism as motive force in 1851. In 1865, Bellet and De Rouvre showed to the Societe des Ingenieurs Civiles a model locomotive, meant specially for postal service, but they had also in view the application of their system to trains. In such cases it is a question of whether zinc or coal is dearer as fuel. Amberger also proposed, in 1851, the employment of electro-magnets for brakes; flat electro-magnetism should be made to act, at a given moment, on the rails. This would effect a great saving of wheel tires, the friction and wearing being on the rails; but the method was never thoroughly tried. The first serious experiment with an electric-magnetic brake was made

by M. Achard, who is still continuing his observations, and hopes to bring them to a successful issue. Adhesion of a locomotive's driving wheels would favor the action of friction (the mean co-efficient of friction 0.17, sometimes fully under 0.1); and the drawing power of the locomotive can not, of course, exceed the friction of the wheels on the rails. An increase of the tractive force can be obtained by increasing the weight of the locomotive; but such an increase of dead weight is especially disadvantageous on inclines, and the more so that the weight of the locomotive must be calculated according to the greatest incline present on the line. It has often been attempted, therefore, to help the friction with electro-magnetism, but hitherto without any satisfactory success. A new arrangement for this purpose, by a Swiss engineer, M. Burgin, has lately been tried on the Northwestern Railway, in Switzerland. After a brief historic survey we shall describe it. The first idea of applying electro-magnetism in this way may have been given by a lecture experiment of Professor Eisenlohr, in Carlsruhe, who made a magnet of a horseshoe-formed locomotive axle, by winding round it 500 m. copper wire, of 4.5 mm. thickness, so that when the wire was traversed by a current from twenty Grove elements the magnet would bear 5,000 k. In 1864 Dr. Wright proposed to make the wheels of locomotives magnetic, and estimated that each wheel might thus acquire an attractive force of 1,000 k. on the rails; he also remarked that the force of attraction might be rendered variable. There is no record of the proposal having been carried out. When M. Nikles was consulted, in 1851, by M. Amberger and Cassal, as to a physical means of increasing the pressure of locomotive wheels, he recommended electro-magnetism. In his first arrangement, a horseshoe electro-magnet was fixed to the body of the locomotive, between two pairs of wheels, its poles were about 4 mm. from the rails. A small model acted well on an incline; the motive force was derived from a weight con-

nected with the axle by a cord passing over a pulley at the top of the incline, another weight was suspended from a cord passing to the locomotive over a pulley at the bottom. Soon after M. Nikles replaced this electro-magnet by coils enclosing the lower part of each wheel nearly to the rail, each coil 250 m. of copper wire; they were attached to the frame of the locomotive. Good results were had thus with a small model on a changeable incline. Thereafter, similar experiments were made on a 20 per cent. incline, with a pair of locomotive wheels 1.10 m. diameter, and with sixteen battery elements; in dry weather the friction was about 350 k.; the adhesion through electro-magnetism 450 k.; (or, supposing the coefficient of adhesion 0.1, 4,500 k.); in damp weather the friction went down to 100, while the electro-magnetic adhesion was weakened only about 50 k. A thick layer of tallow on the wheels brought down the magnetic adhesion to 400 k. The magnetic adhesion, therefore, for each pair of wheels might be estimated at about 1,000 k. The expenditure in acid and zinc during ten hours uninterrupted service was about 11.2m. It was thought deducible from the experiments that the velocity of rotation of the wheels did not compromise the magnetic action, but from experiments on the Paris & Lyons Railway the opposite was proved; for in the heavy train, which moved with slow velocity up an incline of 10 in 1,000, scarcely 9 per cent. increase in adhesion was gained. Nikles and Amberger, therefore, gave over magnetizing the wheels with such coils. The cause of non-success in M. Nikles' first arrangement lay in the distance of the magnet from the armature; in the second it lay in the fact that the position of the pole could not shift with sufficient rapidity. During the experiments on the Lyons Railway, M. Nikles thought of magnetizing the whole circumference of the wheel, and devised a special arrangement for this purpose, which, however, was never carried into practice. In 1865 a new arrange-

ment was tried on the Central Railroad, in New Jersey. The copper coils, fixed round the tires, on the inside of the wheels, made the two wheels on one axle pole of a single magnet. The experiments, continued more than a year, gave an increase of about 40 per cent. in adhesion. These American experiments were discontinued because at that time it was not understood how to produce, with a dynamo-electric machine, and comparatively small expenditure of mechanism, very powerful electric currents. In M. Burgin's system the entire axle with its wheels is also turned into a magnet with fixed poles. But he envelops the axle itself with the wire; and with increasing thickness of windings toward the wheels, in locomotives that have external cranks, but with uniform thickness in those with internal. In the case of coupled wheels, the winding is so arranged that there is an alteration of poles, the piece of rail between two wheels formed a closed armature. This mode of winding allows an increase of the number of turns, and consequently stronger magnetization. A small locomotive model (but without engine and boiler), with three pairs of wheels and external cranks, was placed on a 30 per cent. inclined plane, and the coils were connected by long wires and a commutator with five Bunsen elements. The driving force was supplied by a weight of 12 k., the cord of which passed round the three axles. The wheels of the model (its weight was 8.5 k.) slipped in position, if the weight was allowed to run, and the circuit not closed; but when the current flowed the model went up the incline. If the brake of the model was applied, the latter remained in position on the plane while the current was flowing; but on interrupting the circuit the wheels began to slip on the rails, and the model slid down with increasing speed; when the current was admitted again the model stopped, notwithstanding its acquired velocity. On a plane of 100 per cent. incline, the locomotive could be held fixed only when the current was flowing and the brake

applied. On the under side of a horizontal line the model was held by magnetic attraction, moved too and fro, and could even be loaded with 7 k.; the entire attraction was thus 15.5 k. On the horizontal line, still loaded with 15.5 k., it was moved, with brake applied, by a weight (suspended over pulley) of 7.5 k. The co-efficient of friction was thus: $F1=7.5:24=0.312$. After removal of the 15.5 k. load, and application of the brake, the model was first moved by 10 k. The coefficient of friction was thus: $F2=10:24=0.416$. The proportion of the two was $F1:F2=313:416$, and, even with wet rails, it continued the same.—*English Mechanic*.

Fast Time.

The *Utica Herald* of Sept. 7th says: "At 7:37 A. M., yesterday, President W. H. Vanderbilt's special train left Syracuse, drawn by engine No. 280, Reuben Allen, engineer. President Vanderbilt was accompanied by Senator Wagner, General Priest, Hon. Chauncey M. Depew and others. The run was made as follows: Amsterdam, 8:04; Fonda, 8:15; St. Johnsville, 8:40; Little Falls, 8:50; Utica, 9:11; left Utica, 9:15; Rome, 9:30; Oneida, 9:43; arrived in Syracuse, 10:11 A. M. The run between Utica and Syracuse, 53 miles, was made in 50 minutes, and the whole run, 130½ miles, in 144 minutes, deducting stops. Returning, the train left Syracuse at 2:57; Manlius, 3:11; Oneida, 3:29; Rome, 4:43; reached Utica, 3:59; left 4:02; Little Falls, 4:06; St. Johnsville, 4:37; Fonda, 5:04½; Amsterdam, 5:16; and Schenectady 5:35."

The engineer of the train was subsequently arrested in Syracuse for running into that city at a speed much greater than that allowed by the city authorities.

Festive Scenes at Deadwood—Black Hills Pioneer.

The long, weary journey from Sidney had come to an end; our hero, who had persuaded a "bull team" in advance of a freight wagon to visit the land of gold, had arrived, soiled and weatherbeaten, in the met-

ropolitan city of Deadwood. The weary march was forgotten and joy was unconfined. A fervent admirer of the fair sex, he sought the dance house, where "take your partner" is the only introduction needed. When the exciting moment of "gents to the right" was announced, his colossal cowhides smote the floor like the stomps of a quartz mill. When the welcome sound of "balance to the right" rang through the crowded hall our pilgrim uttered one long hoop-lee, and shouldering his fair partner absorbed a tumblerful of burning fluid. "Partners for a quadrille." Our hero sprang upon the floor and extemporized a breakdown. "Dog on my melt. I am the tiger of the woods. Come here, gal, let's have some more tarantier juice." "All set," shouted the floor manager. "Scrape them cat's innards and let's codfish around." In the excitement of "all hands round," a heavy weight unfortunately collided with our pilgrim, and explanations were of no avail. "I am bad," shouted our hero, "let me at him; let me crawl his mane; I'm a coyote. Let go my harness; I'm a yellow-tailed wolf; let me pick his eyes out; I'm a wooly horse hard to curry, hoop-ee; I'm an elephant, I'm" —Just then he trod on a favored corn of a hurdy hearder, who pasted our hero one between the eyes, which seated him violently on the floor. As he arose, blowing the ruby fluid from his usual promontory, he reiterated, "I'm an elephant, but my hide is tore."

The New Bedford & Billerica, Mass., two-foot-gauge railroad, the first of the kind in this country, has been completed, and the first trips showed that the road is inferior to none in speed, smoothness, and safety. The road, which is eight miles long, has cost but \$50,000, including buildings, bridges, and equipments. The latter consists of two locomotives and eleven cars, the former weighing but eleven tons each, while the passenger cars, carrying half the number of the standard cars, cost but one-quarter as much.

The Evaporative Performance of Locomotive Boilers.

In D. K. Clark's "Manual for Mechanical Engineers," it is said "that practically there can never be too much heating surface, as regards economical evaporation, but there may be too little; and that, on the contrary, there may be too much grate-area for economical evaporation, but there can not be too little, so long as the required rate of combustion per square foot does not exceed the limits imposed by physical conditions." At first it seems as though this statement could not be true, but a little consideration will, it is thought, show its reasonableness. Let us suppose that we have a locomotive with a train whose weight is equal to the maximum load which can be drawn with the amount of adhesion due to the weight on the driving-wheels. It is obvious that in such a case a sufficient amount of fuel must be burned in the fire-box to generate enough steam to supply the cylinders and draw the load. Now supposing that in order to do this it is necessary, on the most difficult part of the line, to burn 36 pounds of coal per minute to keep up steam, and also that with the appliances and the fuel used the maximum rate of combustion is 3 pounds per square foot of grate per minute, then it is evident that the minimum size of grate which can be used in such a case is $36 \div 3 = 12$ square feet. In other words, "the limit of the rate of combustion imposed by physical conditions" make it necessary to use a grate of that size. Supposing, however, that instead of using a grate with 12 square feet, it is made of such a size that it has 18 square feet of area. In that case it would be necessary to burn only two pounds per square foot per minute in order to make steam. But the larger the amount of fuel that can be burned within a given space the higher will be the temperature produced by the combustion, as is shown by a common blow-pipe, a blacksmith's forge or an iron-smelting furnace. The reason for this is that the heat developed by combustion dissipates itself more rapidly than it is generated, unless the rate of combustion is very rapid. The temperature of the products of combustion of average coal, if just enough air is supplied for perfect combustion, is at the instant it is complete, about 4,640

degrees Fahrenheit. Such high temperatures are dissipated with inconceivable rapidity, by radiation and other means, when combustion takes place in a space like a fire-box and surrounded by the comparatively cold sides. Combustion is in reality a process consisting of an infinite number of small explosions, caused by the combination of the molecules of the combustible and the oxygen or supporter of combustion, but separated by some sensible or conceivable intervals of time. This is shown by the fact that if we mix oxygen with say carburetted hydrogen and light, it will explode, showing that the chemical combination of the molecules of the gas with the oxygen is attended with much violence and danger, if sufficiently great quantities are mixed together so that they can all combine instantly. In ordinary combustion the process is not instantaneous, but consists, as stated, of an aggregation of small explosions, probably of separate molecules. Now if a small number of these explosions take place at the high temperatures of combustion, as has already been stated, the heat is dissipated more rapidly than it is generated, so that the temperature of the fire is comparatively very low; but in the case of a blow-pipe, by employing a concentrated current of air which is brought in contact with the gas, thus causing a much larger number of the small explosions at a given point, a much higher temperature can be maintained without being diffused. It should be remembered that ordinarily the temperature, as it would be indicated by a thermometer or other instrument if it were placed in a fire, is very much less than that of the molecules of oxygen and carbon or hydrogen at the instant that they combine with each other, and the only way to produce or rather maintain high temperatures is to cause these combinations or explosions to follow each other with great rapidity. This can be done by means of a blast, and the weight of fuel which can be burned in a given time in a given furnace depends on the draught. The larger the quantity of fuel, therefore, which is burned in a given area of grate the higher will be the temperature of the fire.

Now it is a well-recognized law that the transmission of heat from a hot substance to a colder one is greater than the difference between their tempera-

tures. In other words, the heat from the products of combustion will be transmitted to the water in the boiler much more rapidly from a fire of a high temperature than from one which is not so hot. Now in a locomotive boiler, where the fire must at times be urged to the utmost practicable limit, and where the products of combustion pass through the furnace and tubes so very rapidly, it is of very great importance that the heat should be transmitted as rapidly as possible, otherwise it will escape up the chimney, and for this reason it is more important to produce high temperatures in locomotives than in stationary or marine boilers, because in these latter there is much more heating surface in proportion to the amount of steam generated, and the movement of the products of combustion is slower and consequently there is more time for them to transmit their heat to the boiler than there is in the locomotives.

There is also another advantage in favor of rapid combustion, growing out of the fact that when a forced draught is employed the quantity of air necessary to supply to the fire in order to effect the most perfect combustion practicable is much less than that required when the draught is less violent. Ordinarily in stationary boilers the best results can be produced by supplying about twice as much air to the fire as is required theoretically for complete combustion. Although the subject has never been very thoroughly investigated, it is probable that the quantity of air may be diminished in some proportion to the degree to which the draught is increased and combustion concentrated on the grate. It is evident that if a larger amount of air is supplied to fire than is needed, not only will the temperature of the products of combustion be lowered by the superfluous air, but their volume will also be increased thereby, and consequently, in order to get a given quantity through the tubes in a given time, their velocity must be in proportion to their volume, and therefore not only will their temperatures be lower and the transmission of heat on that account less rapid, but they will also, owing to their high velocity, be in contact with the heating surfaces for less time.

It is evident from these considerations that a rapid rate, or intensity, of com-

bustion which will produce high temperature has, in locomotive boilers, great advantages over slower combustion and consequent lower temperatures. As the combustion will be intense in proportion to the quantity of fuel consumed on the grate per square foot of area in a given time, it follows that, as Mr. Clark states it, "there can not be too little grate area, so long as the required rate of combustion per square foot does not exceed the limits imposed by physical conditions."

After the process of combustion is complete, however, the question then arises, what is the best disposition which can be made of the products of combustion. The high rate at which combustion is carried in a locomotive should always be kept in mind, and also that in the process of transmitting heat to the water in the boiler time is an important element, and that it is of the utmost importance that the products of combustion should be in contact with the heating surfaces as long as possible. Reference has frequently been made to the fact that experiments have shown that much the largest proportion of the steam generated by the tubes in a locomotive boiler is produced at the end next the fire-box. In experiments made on the Northern Railroad of France it was shown that the three feet in length of tubes next the smoke-box evaporated only about 4 per cent. of the water which was converted into steam. Now, it is sometimes argued from this that this portion of the tubes is almost useless. If, however, they had been made three feet shorter it is evident that the 4 per cent. of heat absorbed by the last three feet of their length would have gone up the chimney and been wasted. In other words, the last three feet in length effected a saving in heat of 4 per cent., and to argue that because the last end of the tubes is less efficient in generating steam than the first end, therefore it is comparatively useless, seems just as unreasonable as it would be for a farmer to decline to use a rake in his harvest field because the latter gathered so much less grain than a reaping-machine. Any heat which can be absorbed by the tubes and thus prevented from going up the chimney is that much clear saved. It is obvious that the longer the products of combustion can remain in contact with the heating surface, the more heat will

be absorbed and thus prevented from escaping, and it is also evident that the greater amount of heating surface the longer the products of combustion may be in contact with it, or, as stated by Mr. Clark, "practically there can never be too much heating surface as regards economical evaporation."

The following order has been issued by General Superintendent Cooper of the Atlantic & Great Western Railroad:

"The prospects are for a season of heavy business, when our equipment will be taxed to its utmost, and the tendency of men working by the trip will be to do as much as possible, and fully appreciating their desire to earn all they possible can, and yet realizing the great danger incident to men being overworked, it is hereby ordered that no freight conductor, engineer, fireman or brakeman, after having doubled any division of this road, shall not be sent out, or permitted to go out, with engine or train, until they have had at least eight hours of rest. This order is imperative, and will not be varied from, except in case of accident."

Engineer Will's Whistle.

Mrs. Gaylord's husband is an engineer on the Cincinnati road, and on reaching Richmond found a dispatch announcing the falling strength of his wife. The difficulties among the railroads made it impossible for him to get off. A second dispatch arrived saying she was sinking fast. He decided to run a locomotive to Dayton. The dying wife, whose ears were fast closing to all earthly sounds, listened for the familiar whistle which she knew he always gave at the signal of approach. At nightfall, when the sun had set over her last day on earth, when the chill of death was creeping over her, and the pulses were failing, her ear caught the sound of his coming. She alone heard it, and she said: "Will is coming; that is his whistle." And he reached her bedside in time to receive her dying message of farewell.—*Richmond (Ind.) Independent.*

Train Accidents for September.

REAR COLLISIONS.

On the afternoon of the 1st a passenger train on the Springfield, Athol & Northwestern road ran into a coal car which had been left standing on the main track at West Ware, Mass. The coal car was badly broken, the engine somewhat damaged and the baggageman hurt. The accident was caused by the failure of the operator at the preceding station to notify the passenger train to look out for the car.

On the 5th an oil train on the Atlantic & Great Western road ran into seven oil cars which had just broken loose from a preceding train near Newberg, O. The engine and several cars were badly broken, and the wreck at once caught fire, completely destroying the engine and eleven cars. The intense heat of the burning oil destroyed the track, fences and everything in the neighborhood for some distance.

On the afternoon of the 5th a passenger train on the Narragansett Pier Railroad ran into the rear of a ballast train near Peacedale, R. I., and the engine was somewhat damaged.

On the night of the 6th a coal train on the Buffalo, New York & Philadelphia Railway broke in two near Yorkshire Center, N. Y., and the rear section afterward ran into the forward one, wrecking eight cars.

Late on the night of the 7th a freight train on the Eastern Railroad ran into the rear of a preceding freight, which had stopped at Beverley, Mass., wrecking several cars and blocking the road until morning.

Very early on the morning of the 9th a Virginia Midland passenger train ran into the rear of a stock train on the Alexandria & Washington road, near Fort Runyon, Va., wrecking several cars and damaging the engine. The wreck caught fire and several cars were burned up. The stock conductor was injured, and a number of cattle were killed.

It does not appear that any proper signals were shown,

On the 10th, in a heavy fog, a stock train on the Union Pacific road ran into the rear of a preceding freight train near Jackson, Neb. Several cars were wrecked and some cattle killed.

On the evening of the 10th a freight train on the Pittsburg, Cincinnati & St. Louis road ran into some stock cars at Mansfield, Pa., damaging them somewhat.

On the 11th a switching engine on the Peoria, Pekin & Jacksonville road ran into the rear of a freight train which was standing on the track at Jacksonville, Ill., breaking several cars badly.

On the evening of the 13th a passenger train on the Syracuse Branch of the Rome, Watertown & Ogdensburg road ran into the rear of another which was standing on the main line track at Sandy Creek Junction, N. Y. Two cars were damaged and a brakeman hurt.

On the morning of the 15th a mail train on the Philadelphia & Erie road ran into the rear of a freight train near Muney, Pa., wrecking several freight cars and badly damaging the engine and two cars of the mail. The wreck caught fire and was burned up. The engineer and express messenger were caught in the wreck and burned to death.

On the morning of the 17th a passenger train on the Boston & Lowell road ran into the rear of a preceding passenger train at Winchester, Mass., doing some damage and injuring seven persons slightly.

On the morning of the 20th a light engine or dummy used by the Superintendent of the road, ran into the rear of a passenger train on the New York Central & Hudson River road, which had stopped at Lock Berlin, N. Y., to repair a slight mishap to the engine. The rear passenger train was slightly and the dummy badly damaged. Its engineer was so hurt that he afterwards died, and two trainmen were slightly hurt. The passenger conductor had sent back a flag, but the men on the dummy failed to see it.

On the morning of the 22d an express train on the Lake Shore &

Michigan Southern road ran into the rear of a freight train which had gone into a siding at Mishawra, Ind., but had left a car projecting over on the main track. The engine and several cars were badly broken.

On the morning of the 22d a freight train on the Vermont Central road broke in two on a grade near Milton, Vt., and the engineer putting on steam to avoid the detached section, ran into a preceding train, wrecking several cars.

A minute after the detached cars of his own train came up, and piled up upon the rear of the wreck, breaking several more cars badly. The engineer was hurt.

On the morning of the 25th a freight train on the Ohio & Mississippi road ran into the rear of a preceding freight near Washington, Ind., damaging the engine and wrecking several cars. There was a dense fog at the time, which prevented the signals being seen.

On the afternoon of the 27th an express passenger train on the Boston & Albany road ran over a misplaced switch and into some freight cars standing on a siding at Warren, Mass. The freight cars were wrecked, the engine badly and the mail car slightly damaged, and the engineer and fireman hurt.

On the 29th a passenger train on the Atlantic & Great Western road ran into the rear of a freight which was standing on the track at Cambridge, O. The engine was badly damaged, two freight cars wrecked and the fireman hurt.

On the 16th there was a butting collision between two freight trains on the Chicago, Milwaukee & St. Paul road near Rosemont, Minn. Both engines and several cars were badly broken, and the road blocked several hours.

On the evening of the 17th there was a butting collision between two freight trains on the Allegheny Valley road, near East Brady, Pa., by which both engines and 18 cars were wrecked, and a brakeman hurt.

On the morning of the 18th, near Montoursville, on the Philadelphia & Erie road, there was a butting collision between a regular passenger train and a wrecking train which

had been at work clearing the track from a previous accident. The traveling engineer in charge of the wrecking train was severely, and three others slightly hurt. Both engines were badly damaged.

On the afternoon of the 21st a west bound express train on the New York Central & Hudson River road ran over a misplaced switch in Rome, N. Y., and into the head of a way freight train on the outside or freight track. The two engines were thrown over on their sides, the mail and baggage cars and one end of the sleeping coach piled up on top of them and several freight cars badly broken, the whole making an unusually bad and difficult wreck, blocking three of the four tracks, and taking nearly all night to remove it. The fireman of the express, a brakeman and a postal clerk were killed, both engineers, three postal clerks and three passengers hurt. It appears that shortly before a construction train had crossed over the tracks to get to the coal shed, and the switchman, who had been fifteen years on the road, neglected to close the switch, though the passenger train was overdue.

On the evening of the 25th there was a butting collision between a freight train and a wild engine on the West Jersey Railroad, near Glassboro, N. J. Both engines were damaged, several cars broken up and the road blocked all night. A fireman was hurt.

On the evening of the 27th a freight train in the Cincinnati, Hamilton & Dayton yard, in Cincinnati, was turned on the wrong track and backed right into the passenger depot upon the track where a train was waiting to go out. The engineer, seeing it coming, to save his train, started the engine, which was not yet coupled to the train, and ran into the freight, wrecking several cars, but checking it so that the passenger train escaped injury.

On the morning of the 11th a passenger train on the Lehigh Valley road ran over a cow near Hazleton, Pa., and the whole train was thrown

from the track. Two trainmen and a passenger were hurt.

On the 11th the engine of a freight train on the Ohio & Mississippi ran over a cow at Aurora, Ind., and was thrown from the track. The engine-man jumped and was badly hurt.

On the afternoon of the 13th a runaway horse ran between two cars of a moving express train on the New York, Providence & Boston road at Richmond Switch, R. I. The smoking-car was thrown from the track and badly broken, and two other cars had their trucks damaged.

Early on the morning of the 15th a freight train on the Philadelphia & Erie road ran over a cow near Williamsport, Pa., and the engine and fourteen cars were thrown from the track, killing the engine-man, injuring the conductor and a brakeman.

On the morning of the 4th a freight train on the Naugatuck road struck a large stone which some workmen were rolling across the track in Bridgeport, Conn., and the engine was thrown from the track and slightly damaged.

On the morning of the 19th a brake-beam fell on the track from a car in a freight train on the Baltimore & Ohio road, near Petroleum, W. Va., and 13 cars were thrown from the track. A tramp, who was stealing a ride, was killed, and another hurt.

On the evening of the 7th a freight train on the Catawissa Railroad was thrown from the track by a misplaced switch near a bridge over a highway at Montgomery, Pa. The engine ran over the stringers, but three cars following upset and carried down the bridge with them, the cars and bridge being piled up in a bad wreck. A brakeman was killed.

On the morning of the 11th the engine and three cars of a freight train on the Erie Railway were thrown from the track by a misplaced switch at Middletown, N. Y.

Early on the morning of the 15th a passenger train on the New Jersey Midland road struck a misplaced switch near Ridgefield Park, N. J., and the whole train left the track, tearing up the rails and ties and doing some damage. The switch had been left open by the trainmen.

on a freight train, which had just before gone on the siding.

On the morning of the 21st the freight train on the Boston & Maine road was thrown from the track by a misplaced switch at Reading, Massachusetts, and badly damaged.

On the morning of the 27th two cars of a freight train on the Chicago & Northwestern road ran off the track at Bay View, Wis., and a brakeman was hurt. The accident was caused by a misplaced switch.

DERAILMENT WITH MALICIOUS INTENT.

On the 22d the engine of a passenger train on the Illinois Central road was thrown from the track near Oglesby, Ill., by some ties which had been piled on the track. The train was running slowly up grade, and but little damage was done.

Very early on the morning of the 25th a passenger train on the Illinois Central road was thrown the track by some obstructions piled on the rails near Sandoval, Ill., and seven persons were slightly hurt. Masked men were seen near the wreck, and it is believed that they intended to rob the train but were frightened away.

DERAILMENTS—MISCELLANEOUS.

On the evening of the 7th the engine and two cars of a freight train on the Cleveland, Columbus, Cincinnati & Indianapolis road were thrown from the track at Wellington, O., blocking the road nearly six hours.

On the afternoon of the 24th, as the engine of a special train on the Milwaukee Division of the Chicago & Northwestern was being run on the turn-table at Highland Park, Ill., it could not be stopped in time and ran off on the wrong side and upset, doing some damage.

On the afternoon of the 24th a freight train on the Parker & Karns City road ran off the track near Petrolia, Pa., wrecking the engine and injuring one man fatally.

Early on the morning of the 27th the engine of a freight train on the Hartford, Providence & Fishkill road ran off the track in Providence, R. I., blocking the road two hours.

On the morning of the 27th three cars of a freight train on the Chicago

& Northwestern road jumped the track at a switch in De Kalb, Ill., blocking the road three hours.

BOILER EXPLOSIONS.

On the evening of the 22d the engine of a freight train on the Lowndes Railroad, a short lumber branch of the Baltimore & Ohio in West Virginia, exploded its boiler, and was badly wrecked, killing the engine-man and injuring the fireman.

On the night of the 26th the engine of a freight train on the Louisville & Nashville road exploded its boiler at Rocky Hill, Ky. The engine was torn to pieces, several cars wrecked, the engine-man, fireman and a brakeman were killed and six others hurt. Some valuable trotting horses were on the train; two of them were killed and some others hurt.

Conductors' Brotherhood.

At the annual convention in Elmira, New York, October 6, the following officers were chosen for the ensuing year: Past Grand Chief Conductor, John Silsbee, Binghamton, N. Y.; Grand Chief Conductor, W. S. Collins, Hornellsville, N. Y.; Assistant Grand Chief Conductor C. A. Stanchfield, Creston, Iowa; Grand Secretary and Treasurer, J. C. Whisson, Newark, Ohio; Grand Conductor of Ceremonies, J. R. Sandy, Chicago; Grand Inside Sentinel, A. Rogers, Moberly, Mo.; Grand Outside Sentinel, J. F. Davison, Phillipsburg, N. J.; Executive Committee, E. S. Wheaton, Elmira, N. Y.; F. B. Kimball, Port Jervis, N. Y.; A. A. Sharp, Macon, Ga.; Editor of Magazine, J. W. Bogles, Omaha, Neb.

THE POOR.

Have pity on them for their life
Is full of grief and care.
You do not know one-half the woes
The very poor must bear;
You do not see the silent tears
By many a mother shed
As childhood offers up the prayer—
"Give us our daily bread."

—Mrs. Worthington.

THE MATINEE.

BY CLARA GAY WARD.

Oh, mother! I've had such an elegant time!

It was just like a fairy dream;
Such a lovely place, such glorious fun,
Such a beautiful "naiad queen!"

We had elegant seats in the balcony—
The center—the very front row,
And could see every one in the audience,
And of course we liked *that*, you know.

The scenes were perfectly lovely!
There were fairies, demons and kings,
A prince and his faithful squire,
And hosts of elegant things.

The dancing was perfectly splendid,
Such grace, expression and ease!
Oh! I love the ballet—mother, why do
you frown?

Is it really so naughty, please?

And, mamma, before the act was over,
On the opposite side from pa,
A nice, handsome fellow was winking
at me;
Now, wasn't he horrid, mamma?

I put up my programme, and smiled,
For he did look so awfully "squee,"
And (would you believe it, mother dear,)
He smiled and bowed to me.

I looked at the play after that, ma,
I was all of a flutter, you know;
He was lovely—I couldn't be angry—
For all he winked at me so.

And at last, before the play was done,
Papa left on a "south end" car;
Then this one came and took pa's seat—
Now, wasn't he cheeky, ma?

He was very attentive, mamma, dear,
He told me about the play,
And wrote on my fan "with pleasure,"
he said,
His name, the usual way.

He lent me his opera-glass, too,
And fixed it to suit my eyes,
And told me he came from Harvard,
"77"—really, a prize!

And when the play was over,
And the green curtain fell at last,
He escorted me down to the door, ma,
When, lo! it was raining fast!

And he got me a carriage at once, then,
And helped me in in the rain;
I thanked him, and said I hoped,
I really should meet him again.

I wanted to ask him to call,
Oh! so terribly, ma, you don't know!
But I thought if I did, perhaps you'd say
It wouldn't have been *apropos*.

So I didn't. Alas! as I drove away,
He smiled, and raising his hat,
Said something awful pretty—
Oh! mamma, I can't tell you that.

I gave him my glove as a souvenir,
Which he kissed and put in his breast,
A moment later we turned the curve,
And mamma, you know the rest.

THE North Milwaukee shops of the Chicago, Milwaukee & St. Paul road recently turned out a new postal car 50 feet long and mounted on six-wheeled trucks. The car is handsomely finished, and the furniture and fittings include all the latest improvements.

THE Brooks Locomotive Works, at Dunkirk, N. Y., have sold four freight engines to the Chicago, Milwaukee & St. Paul road.

A Hard Head.

A Georgia paper tells of a negro who, being tired, selected the track of the Central Railroad near the town of Gogginsville as an appropriate place for a nap. Presently an express train came along and the whole of it passed over the sleeping man before it could be stopped, but when the horrified trainmen went back to pick up the mangled remains, they found them not only alive but grumbling vociferously over a small patch of skin missing from the back of his head. No further injury was visible, and an internal application of whisky from a passenger's flask stopped all complaint.

Editorial.

CONTRIBUTIONS. — Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.

Business Prospects.

We are not accustomed to pay much respect to that dismal class of people who, for three or four years, have predicted the destruction of trade in several of our principal cities, especially New York, and the coming of a time not far in the future when its commercial supremacy will be a thing of the past. If we may believe them, this metropolis is the poverty corner of the United States. These persons are makers of phrases rather than respecters of facts.

While New York has keenly felt the commercial and financial depression which so long hung like a pall over the country, we have on every hand accumulating evidences that the expectations of a satisfactory winter business generally entertained by our merchants are not to be disappointed. From interior cities and from all the great distributing trade centres, come cheering accounts of incipient business activity, with a marked though gradual increase in the volume of transactions. Considering the magnitude of the crops, the high price of grain, and the steady foreign demand for American breadstuffs, we have certainly good reason to assume that the demands of the West for manu-

factured goods will be very much larger this year than usual. The outflow of currency wherewith to move the crops from the interior to the seaboard, has commenced in larger volume usual. This portends a gradual hardening of the money market, which will no doubt be considerably augmented by the low condition of the bank reserves.

Mercantile and manufacturing establishments here and in the Middle and Eastern States are receiving liberal orders for goods, but their present receipts are not enough to relieve them of the necessity of applying to the banks for accommodation. We regret to see that at a time when commercial borrowers are likely to want a full line of discounts for legitimate business purposes, a band of speculators have seen fit to advance the price of stocks to fictitiously high figures. Many investment stocks have been thrown on the market, and are now being carried by the speculative clique. These gambling operations augment bank advances to speculators and diminish the amount of discount available for commercial borrowers. Usually, in seasons of great commercial depression or financial disaster such as those we have lately gone through, the worst is nearly past before the sufferers admit hope into their hearts, or are able to acknowledge to themselves that the severest stress is over.

In estimating the business prospects of the fall season, it is important to keep in view the condition of affairs in the Western States, containing over one-third of the whole population of the country, and furnishing in money value a still higher ratio of the total national product. As has already been stated in these

columns, the value of the aggregate wheat crops of nine States—Minnesota, Iowa, Wisconsin, Kansas, Michigan, Indiana, Ohio, Kentucky and Tennessee—for the year 1877, would, if sold in the country at 90 cents per bushel, exceed by \$06,400,000 the value of the wheat crops of the same States for the year 1876; other grains will be equally abundant in all these States. This enormous crop is of itself the strongest guarantee of better times. The whole country will be benefitted not only by a reduced cost of the first necessities of subsistence, but also by an increased demand for other commodities. Inasmuch as an ample grain crop usually carries with it a large pork crop, we have almost a certainty of an exceptionally large supply of the staple food products of the country. The agricultural West has suffered much less from the influences associated with the panic than manufacturing and commercial group of States. It has known comparatively little of losses resulting from the shrinkage of manufacturing property, from the prostration of the iron industry, or from the collapse in the coal trade. It has not been appreciably hurt by the failure of newly constructed railroads or the decline in the older ones. The capital which covered the West with a net-work of iron roads came mostly from the East and from abroad. The disasters of the railroads have resulted in some positive advantage to the West, through reduced transportation charges and consequent increased profits on its crops. While the Western people buy all Eastern commodities at greatly reduced rates, their own products have not fallen in anything like the same ratio. Indeed, the West is not only

prosperous, but in a situation that warrants our expecting from it a valuable winter business. Its healthier condition diffuses a healing influence through the whole country, and, with its enormous crops, the benefits it confers upon other sections, and more especially upon this city, the great distributing and counting house of the country, will be more marked during the next twelve months than they have been at any time since the crash of 1873.

Turning from domestic to foreign trade, we find a continuation of the large increase of imports, together with that relative declination in exports, which has characterized the last few months. This would denote a more prosperous state of affairs, our people consuming a greater quantity of both foreign and domestic goods than at any previous time for these three years. The foreign exports for the first seven months of the calendar year, inclusive of specie, were \$370,300,000, against \$364,900,000 for the corresponding period in 1876, showing the small increase of \$5,400,000; while the imports, also including specie, were \$309,800,000, against \$269,300,000 in 1876, showing an increase of \$40,500,000. The whole trade of the seven months shows an excess of exports over imports amounting to \$60,500,000, while for the corresponding period of last year the surplus of exports was \$95,600,000. Thus, while the balance of trade still remains largely in our favor, we have clearly entered upon a reaction from the condition of things that gave us a great abnormal surplusage of exports as compared with imports.

PRICE of MAGAZINE, \$1 per year.

BRITISH RAILROAD Accidents, according to the Board of Trade Report in 1876, killed 1,245 and injured 4,724 persons. Of these 139 killed and 1,883 injured were passengers, and of these 38 were killed and 1,297 injured "from causes beyond their own control." We are unable to compare these with our own record, which is for train accidents only. It showed 328 persons killed and 1,007 injured in 1876. This takes no account of the very large number of employes injured or killed without accident to trains, or of the other large number of trespassers, killed while walking on tracks, etc. In New York alone, however, during the year ending with September, 1876, the companies reported 13 passengers, 79 employes and 114 "others" killed, and 89 passengers, 226 employes and 81 "others" injured from all causes on their roads. It is notable that while 7,425 miles of New York steam railroads killed 13 and injured 89 passengers in a year, 422 miles of horse railroads killed 8 passengers and injured 67 in the same year. This indicates that a mile of horse railroad is more than ten times as deadly to passengers as a mile of steam railroads.

"Holler eve" is the way an illiterate Indiana newspaper spelled it.—*Ex.*

That's what Adam did when called to reckoning about that apple.

THE pleasant looks of Brother A. A. Kilborn, of Boston Lodge, recently, was caused by lately becoming spliced. May you and yours lead a happy and prosperous life is our wish.

The Delay.

The delay in publishing the October number of the MAGAZINE was on account of waiting for some valuable reports which we expected to receive. The November number will be issued at once, and the December number by the 30th. The book will thereafter appear by the first of each month.

OUR "Original" is not anxious to become popular. His signature of "S. M. McG." is O. K. as you say, and he holds the right and title to it.

BROTHER W. F. HYNES, R. S. of No. 77, writes of the healthy condition of his Lodge, and well it might be, both mentally and physically, as location and material are excellent.

BROTHER ZACH T. ROSS, of No. 68, wishes to return his thanks to sister Lodges Nos. 25, 49, 50 and 57, for courtesies extended during his late tour through the New England States.

BROTHER J. R. GOHEEN, of Topeka, wants to know if a half-orphan asylum is the place where they cut orphans in two. J. R. is a wit. He can answer.

BROTHER R. V. DODGE, of Chicago, was present at the Convention, bringing his lady. We certainly are proud of Dick, and hope in the future all his Dodges may be boys, then the B. of L. F. will prosper under a younger Dodge.

S. S. CLARKSON and E. W. Davis, of Jersey City Lodge, No. 3, will accept our thanks for favors during the arrangements for Convention.

LOCOMOTIVE FIREMEN'S
Monthly Magazine.

DAYTON, O., OCTOBER, 1877.

FOURTH ANNUAL CONVENTION OF THE B. of L. F.

Addresses by Mayor Caven, J. B. Maynard, E. V. Debbs and Others.

The Fourth Annual Convention of the Brotherhood of Locomotive Firemen assembled in Indianapolis on the 12th of September, continuing our days.

Owing to the non-arrival of Grand Master W. R. Worth, the convention was called to order by Grand Secretary Wm. N. Sayre, after which Marion Barnhill, Grand Chaplain, invoked the divine blessing upon the deliberations of the Brotherhood. Col. J. B. Maynard, who had been invited to address the Brotherhood, was then introduced, and delivered the following address:

COL. MAYNARD'S ADDRESS.

The representatives of labor in council constitute one of the most august assemblages of which the country can boast. The present is pre-eminently a utilitarian age. Sophisms, gush and glittering generalities no longer entrance the great mass of the people. They have had enough of it. Henceforth severe logic—cold, hard and stubborn facts. The representatives of labor in America, true not only to their own interests, but to the welfare of the country, are looking facts squarely in the face. They are neither dodging them nor obscuring them. On the contrary they are confronting them. Hitherto facts have been so tricked out in the tinsel of sophistry, so disguised by the drapery of falsehood and fiction, so warped and distorted by the

selfish and venal, or so obscured by the debris of tradition, that to distinguish fact from fiction, the truth from falsehood, and the right from the wrong, has been a toilsome process and too often a fruitless expenditure of time. Hitherto the representatives of labor have trusted the work to others. The task has been readily accepted by gentlemen of elegant leisure, who, with luxurious surroundings, have been ready and anxious to prove that it was the grand mission of workingmen to work, while their sublime vocation was to receive and enjoy the beneficent results. It was thus in the olden time, says these conservative gentlemen. They recite with wonderful eloquence fragments of law, gathered amidst the crumbling ruins of empires and dynasties' and tell the people that

"Order is heaven's first law,
 And this confessed,
 Some are and must be
 Richer than the rest."

There is seemingly a forgetfulness that the people of the United States are living under a new dispensation. Not a dispensation where wealth is equally divided or the burdens of government equally distributed. Not a dispensation of infallibility in which gross errors do not grow side by side with truth, like tares in the fields of corn. Not a dispensation where men are disrobed of their human nature, and clothed in the costume of angels. But a dispensation in which all men stand equal before the law, and are clothed with sovereignty. If there is ignorance the people will it. If there is bondage the people ordain it. If the laws are vicious the people are responsible, and if there is freedom, love of truth, progress, a steady tramp of millions to sublimer altitudes of fruition, the people are entitled to the credit of the advance. Under this dispensation the right to deliberate is recognized, and the representatives of labor are coming together in council. I like exceedingly the term "Brotherhood." It is suggestive of fraternity, of strength, of organization and of usefulness.

I feel myself specially honored by

the invitation to address the representatives of the Brotherhood of Locomotive Firemen of the United States and the Canadas. There is a sweep in the title and power in the organization. It has a future. It is intimately associated with fire and steam. It drives the iron horse. It follows the track of commerce. It is a brotherhood of workers; men of honest purposes, whose motto is "advance." Firemen to-day, engineers to-morrow. Such men in council are a power. The brotherhoods of labor are becoming numerous. They form a most interesting family. There should be a purpose to mould them into unity and fashion them for the largest possible usefulness. The parentage of labor was divine. The first announcement the world had of a Supreme Being was that He was at work creating, building the world, hanging out the stars and adjusting the sublime machinery of the universe. At this grand work He was engaged six days. I know not how He toiled, or what tools He used. I only know He was a builder, and that when His work was done He rested from His labors. The idea may not be very practical, but it embodies some useful thoughts that may be woven into men's meditations upon labor. It evidences the fact at least that labor may claim a very high origin, and challenge aristocratic idleness to compare ancestral beginnings.

The tendency of the times is to de-grade rather than to elevate labor, and in this regard the present exhibits too little contrast with the past. The purpose is not always bold, open and defiant. The process combines consummate strategic skill with a full appreciation of the value of victory. The victim is lulled into security by honeyed words of friendship and deep solicitude for his welfare. His vote is obtained, and when at last he awakens from his fancied security and comes back from dreamland to the *terra firma* of fact, he too often finds that the

sweet professions of friendship were more false and delusive than—

"Dead sea fruits that tempts the eye
But turn to ashes on the lip."

I do not overstate the situation. Legislation for years past has been continually in the interest of corporations. The subsidies in public lands bestowed upon railroad corporations are simply enormous. They aggregate millions of acres, until the sum total is equal to half a dozen Empire States. Look at them stretching away across the continent. This very interest, gentlemen of the Brotherhood, with which you are associated has been from first to last the favorite child of State and National legislation, until now it has grown to be so opulent that it seeks to dictate to Congress the laws it should enact, and with an impudence that language fails to justly characterize, demands that soldiers shall be employed to execute the edicts of its magnates. There is in the idea a slumbering devil which, if ever awakened and clothed with power, will add indefinitely to the burdens that legislation has hitherto imposed upon labor. In regard to legislation adverse to the interests of labor, it is only necessary to compare situations—the present with ten or twelve years ago. The financial legislation has been continual against labor. Contraction has paralyzed business, and the demand for labor has steadily diminished, and as a consequence idlers have multiplied. The crushing work is still going forward, and, notwithstanding the harvests have been abundant, the outlook for winter is haggard, and the silver lining to the cloud does not appear. If laboring men in the future are true to themselves they will see to it that if legislation is not directly in their favor it shall not continue to be so shaped and perfected as to increase their burdens and embarrassments.

Labor is necessarily conservative. Its mission is to build—never to destroy. It can not, from the very nature of things, be in antagonism to order and just and wholesome laws. The representatives of labor are pre-eminently

the representatives of progress. There is no progress amidst anarchy and confusion. Labor brings order out of chaos. Labor builds the temple of justice, and law has no stronger supports than are found in the strong and brawny arms of the workingmen of America. Labor subdues the forest. Labor plows, and plants, and reaps.

Labor has built every railroad track in America or in the world. It has tunneled the mountains and it has bridged the rivers. It has built the locomotives and it has opened the mines. It has built the ships, and it guides them amidst the storms on every ocean, sea and river. It has twisted the telegraph wires and cords that, under the sea and on the land, bear the electric flash and tell the world's doings. Labor builds, and like the Supreme Being it creates. It points lovingly to its triumphs. From the pyramids to the humblest log cabin on the outskirts of civilization, labor invites the world to look upon its trophies.

It has been well said that labor creates every thing—from the infant's toy to the mightiest structure of art—all bear the impress of labor, skill, intellect, culture, work. The mission of labor is grand. At Niagara the falls, built by Jehovah; at St. Louis the bridge, built by Eads and his co-laborers. He who does not recognize the divine brotherhood is blind. Pouring through many degrees of latitude the Mississippi bears in every drop of its mighty flow a deposit to close the excess to the ocean by bars as formidable as if they were made of adamant. Look again, science, skill, labor, has compelled the father of waters to open his mouth and admit the commerce of the world. Labor builds. It creates commerce and it creates the avenues of commerce. Without labor the world would stand still. It would turn upon its axis; it would roll around the sun; but like the moon, it would be a dead orb. Labor is in harmony with all that is just and of good report.

I challenge all history, from the pen of Moses to the latest electric flash, to show a blemish upon the fair escutch-

eon of labor. It has built every thing that adorns the face of the earth. From the temples of justice to the most stately cathedral, from the humblest school-house to the most venerated college, from the log cabin to the palace of princes, from the rude canoe to the magnificent ocean steamer, from the wheelbarrow trundling on the streets to the elegant palace car, from the rudest implements of agriculture to the latest improvement in plow and thresher, all bear the stamp of skilled labor, and from the most accurate standards by which to measure the progress of the arts and the advancement of civilization.

With such a past and such a present it is safe to say that labor is conservative. It preserves, it protects, it guards what it creates. If it demands a change in legislation, it is to widen its area of usefulness. If it asks for wholesome laws, it is to aid its creative powers. If it demands a change of rulers, it is for the purpose of inaugurating a policy more in consonance with the enlightened spirit of the age. It is allied to religion by traditions as sacred as the shrines it had built. It has built every house of worship, with or without a steeple, from Calvary to the ends of the earth, Christian or pagan. It has fed and clothed every minister, and furnished him with a shelter—more, it has laid upon the communion table the emblems of the body and blood of the Redeemer—bread and wine. The bread, from the field to the oven; the wine, from the vine to the press, speak of labor. Labor has built in this country more than seventy thousand churches, and has furnished 25,000,000 of people opportunities to "sit under the droppings of the sanctuary," and has given to religion wealth amounting to more than \$400,000,000, free of taxation. If labor creates every thing, a pivotal fact that no one can successfully refute, unless it is shown that something is created without labor, then the support of the church to-day and for all future time depends upon labor.

Labor is as intimately associated with educational enterprises. Do we

boast of our educational advancements? Labor has erected every school edifice in this ocean-bound republic—from Maine to California, from lake to gulf—every school-house, no matter how humble or grand in its architectural adornments, is a monument to labor.

It has built more than 150,000 of these citadels of learning, pays more than a quarter of a million of teachers, furnishes opportunities for education to more than eight million pupils, and annually supplies more than \$100,000,000 to keep the educational machinery in motion. Every text book is a tribute to labor, every recitation is eloquent of its beneficence, and every graduate, as he goes forth to battle and to build, should find his tongue clinging to the roof of his mouth if he ever prove recreant to the obligations he is under to labor.

Labor, as we have shown, is in close sympathy with religion and education—two forces that ought to be always lifting humanity to a higher plane—a brotherhood of forces, a combination of elements, which must, in the very nature of things, work in harmony, unless religion abandons its mission, and education is subsidized by power, and made to play Judas to its patron. Should such calamities ever befall labor in America the event would be deplorable, but out of the furnace of the ordeal labor would come forth as powerful as ever—for only labor creates. In matters of production labor stands forth qualified to testify in the highest courts without doubt in regard to the verdict. To mass the facts we go back to 1870, but if we admit of reasonable growth since that period we shall conclude there are now fully 300,000 manufacturing establishments in this country, employing more than two and a half million of hands. For these establishments labor has furnished two and a half billions of capital, and is turning out more than \$4,000,000,000 in products. If from the factories we turn our attention to the farmers, we find that in 1870 the value of the farm products aggregated \$2,447,538,658, and that the wages account amounted to \$310,286,285.

Gentlemen of the Brotherhood, I

will not insult your common sense by intimating that here or elsewhere you need to be counseled in regard to the supremacy of the law. Indianapolis has had evidence of the loyalty of those you represent. In the midst of excitement laboring men stood forth the volunteer defenders of life and property should occasion require their services, and then a venal press heaped maledictions upon the chief magistrate of Indianapolis for his policy of prudence. W. N. Sayre was at his side, counseling with him. Arrested for disobeying the mandates of the court, he came forth triumphantly vindicated and innocent, but to the eternal disgrace of the judiciary of the country, was required to give bond.

Workingmen are sovereigns in America. They are not banditti. They are not deliberating about Springfield rifles and Gatling guns as a means of preserving their rights. They have a more powerful and a more efficient weapon—the ballot.

A weapon that comes down as still
As snowflakes fall upon the sod,
Yet executes a freeman's will,
As lightning does the will of God.

Following the address of Col. Maynard, Vice Grand Master John Broderick called the Convention to order, and instructed Grand Secretary Sayre to examine the credentials of delegates, and the following gentlemen were found to be present:

DELEGATER PRESENT.

Deer Park Lodge, No. 1—B. Welsh, Port Jervis, N. Y.
Erie Lodge, No. 2—J. E. Dunavon, Hornellsville, N. Y.
Jersey City Lodge, No. 3—S. S. Clark, Jersey City, N. J.
Great Western Lodge, No. 4—W. H. Maxwell, Meadville, Pa.
Union Lodge, No. 5—A. Jenkinson, Galion, O.
Scranton Lodge, No. 7—John B. Swartz, Scranton, Pa.
Excelsior Lodge, No. 11—F. Wincock, Phillipsburg, N. J.
Buffalo Lodge, No. 12—Chas. G. Swan, Buffalo, N. Y.

Mississippi Valley Lodge, No. 13—Geo. McGarrahan, East St. Louis, Ills.

Eureka Lodge, No. 14—Ed Tenayk, Indianapolis, Ind.

Pacific Lodge, No. 15—J. T. Clough, St. Louis, Mo.

Vigo Lodge, No. 16—Eugene Debbs, Terre Haute, Ind.

Friendship Lodge, No. 18—Ferd Snyder, Fort Wayne, Ind.

Hope Lodge, No. 19—G. A. Daugherty, Alliance, O.

Industrial Lodge, No. 21—James Buck, South St. Louis, Mo.

Central Lodge, No. 22—J. C. Barnard, Urbana, Ills.

Louisville Lodge, No. 23—F. B. Alley, Louisville, Ky.

Providence Lodge, No. 25—O. W. Cutler, Providence, R. I.

J. W. Thomas Lodge, No. 26—W. H. Achey, Nashville, Tenn.

Elkhorn Lodge, No. 28—W. J. Stuart, North Platte, Neb.

Champion Lodge, No. 29—F. Clark Detroit, Mich.

Washington Lodge, No. 35—Frank Wyncoop, Lafayette, N. J.

Tippecanoe Lodge, No. 36—H. C. Ward, Lafayette, Ind.

Mountain City Lodge, No. 37—J. H. McMurtry, Altoona, Pa.

Keystone Lodge, No. 38—G. A. Daugherty, Pittsburg, Pa.

North Star Lodge, No. 39—S. T. Browne, Austin, Minn.

Blooming Lodge, No. 40—Charles Hotchkiss, Bloomington, Ills.

Fox River Lodge, No. 41—G. L. Cummins, Aurora, Ills.

St. Joseph Lodge, No. 43—John Kegan, St. Joseph, Mo.

Reliable Lodge, No. 44—W. R. Worth, Brookfield, Mo.

Rose City Lodge, No. 45—William Coyne, Little Rock, Ark.

Capital Lodge, No. 46—John Walsh, Springfield, Ills.

Triumphant Lodge, No. 47—R. V. Dodge, Chicago Ills.

Amiciti Lodge, No. 48—Wm. E. Machlin, Harrisburg, Pa.

Springfield Lodge, No. 49—C. O. Mansus, Springfield, Mass.

New York City Lodge, No. 50—J. H. Hedden, New York, N. Y.

Frontier City Lodge, No. 51—Jas. Gorman, Oswego, N. Y.

Good Will Lodge, No. 52—Charles Cool, Logansport, Ind.

Anchor Lodge, No. 54—M. Olmstead, Moberly, Mo.

Topeka Lodge, No. 56—J. R. Goheen, Topeka, Kan.

Boston Lodge, No. 57—John Savage, Boston, Mass.

Star Lodge, No. 58—S. Clark, Hoboken, N. J.

Ashley Lodge, No. 59—J. B. Swartz, Ashley, Pa.

United Lodge, No. 60—Jas. McNeal, Philadelphia, Pa.

Minnehaha Lodge, No. 61—S. F. Brown (by proxy), St. Paul, Minn.

Vanbergen Lodge, No. 62—J. B. Swartz, Carbondale, Pa.

Hercules Lodge, No. 63—L. Brownold, Danville, Ills.

Loyal Lodge, No. 64—Wm. H. Hamilton, Ellis, Kan.

Island City Lodge, No. 65—W. W. Smith, Bellville, Ont.

Challenge Lodge, N. 66—W. W. Smith, Bellville, Ont.

Dominion Lodge, No. 67—Charles Pope, Toronto, Ont.

Hudson Lodge, No. 68—Z. T. Ross, Jersey City, N. J.

Lone Star Lodge, No. 70—L. W. Phillipson, Marshall, Tex.

Capital City Lodge, No. 71—D. O. Shank, Albany, N. Y.

Welcome Lodge, No. 72—Wm. Cowles, Camden, N. J.

Bay State Lodge, No. 73—O. W. Cutler, Worcester, Mass.

Kansas City Lodge, No. 74—B. B. McCrum, Kansas City, Mo.

Enterprise Lodge, No. 75—W. T. Goundie, Philadelphia, Pa.

Rocky Mountain Lodge, No. 77—J. Meize, Denver, Col.

Binghampton Lodge, No. 78—J. B. Swartz, Binghampton, N. Y.

Mr. J. R. Goheen, of Topeka, Kansas, then arose and stated that he had been informed by Grand Master Worth that, owing to sickness in his family it would be impossible for him to be present during the Convention.

That being the case, Vice Grand Master Broderick stated that the regular order of business would be

taken up the same as if the Grand Master was present.

MAYOR CAVEN'S ADDRESS.

After being introduced by Mr. W. N. Sayre, Mayor Caven said:

I do not merely extend you a welcome as an individual, nor a welcome as an official, but a welcome directly from the citizens of Indianapolis.

There are many reasons why Indianapolis should welcome such a body of men to the railroad city. Take away the railroads from the east and the west, and from the north and the south, blot them out, and then imagine the condition of the nation. I say, then, we may welcome such a body of men as the representatives of State and National prosperity. Capitalists and men of enterprise are needed to build railroads. What more is needed? Engineers, firemen, mechanics and laborers. Blot from existence railroad labor, and the great wheel of internal commerce will die out. I say, again, I may welcome such a body of men to this city. When I entered this hall I saw a representative body of men so closely connected with the railroad system of the nation. The work you do will go out to stir the nation's heart. I am glad to see you as the representatives of the great railroad interests.

Sometimes you think the laboring man's life a life of hardship and toil, and it is. But this is a life of labor and toil. We should not complain that circumstances compel us to work and support ourselves and those dependent upon us. It may be a life of peril, but is that peril and joy which is like great joy?

You have come here to consult your interest, and I do not want to appear as interfering, but I want to make some suggestions. A great many people imagine that railroad capital and labor are enemies. This is a grand error. They must be friends. One is dependent on the other. Strike down railroad capital and you lose your employment. Strike down railroad labor and you lose your employment. The sooner this is discovered the sooner will the problem be solved. It is a

great mistake that railroad labor should not be consulted. Perhaps in the last few months this view has reached some that it had not reached before. Railroad capital and labor must work in unity and harmony. Questions of bread were involved, for you must remember that the west carries bread and food which supports a good portion of Europe. Perhaps a good many did not comprehend these questions until these troubles came. The world did not comprehend the importance of railroads until these troubles. They have learned them well.

It would be gratifying to me, personally, and to the people and friends of the workmen, if this meeting should resolve to trust in the justness of their cause and obedience to the law. Let your grievances be remedied inside the law. I know you have a full sense of the duty of citizens in obedience to the law. I welcome you as representatives of the great railway system of the United States. I welcome you as the representatives of labor.

Labor is honorable in this country. The road to wealth, fame and distinction is open to all. This is the grand feature of this country. There is one other suggestion. It is a problem deep and profound. There is everything in this country with which to supply the world, yet we find hungry men. I am not able to give a definite solution to this problem. Perhaps one solution is that we can rely on intelligence. Intelligence must override non-intelligence; this should always be so. We should have labor honorable, labor intelligent. Bring intelligence and labor together. The laborers should be able to understand questions of finance so that they may solve problems: The laborer should have an educated head. You have come here to discuss, think and study. When you have finished your legislation you will have accomplished a benefit to your fraternity and to the railroad system of the United States. You have been sent here to think for your constituents so that when you adjourn you will have accomplished something for them. I welcome you as representatives of honest labor and as represent-

atives of the railroad system of the United States, one that is doing more than any other element in the interest of that system. Gentlemen, once more I say to you, welcome now and at any time in the future to the city of Indianapolis.

At the conclusion of Mayor Caven's address, Grand Secretary Sayre called attention to the address of that gentleman two years ago, when the Grand Lodge was in session there. He said that many of the older members who were present at that time had requested him to thank the Mayor for his advice on that occasion. He thought that the younger members might want to show their regard for Mayor Caven's advice, and he asked all those who acknowledged that they were here for lawful purposes and would frown upon all unlawful purposes to stand up. All stood up. Mayor Caven then said, that was the answer he expected from such a body. He then invited them to hold their session in Indianapolis next year, or at any time in the future.

The following address was delivered before the Convention by E. V. Debbs, of Terre Haute, Ind. :

Grand Master and Brothers :

We are again assembled in Convention for the purpose of legislating in behalf of our organization. The reception given us by the generous people of Indianapolis is a splendid acknowledgement of their devotion to our cause, and I trust they will never have reason to regret the many favors they have bestowed upon us. In contemplating the past history of our Order and determining upon the course to pursue in the future, we should be guided by true motives and a firm determination to do right. Therefore, I would impress upon the minds of this assemblage of firemen the necessity of reflecting with due consideration upon the duties we are about to fulfill. The

past year has been one of unusual interest in connection with our Order. Obstacles of every description have been encountered, yet at each test the integrity of the institution has shone forth with a more forcible ray of brilliancy. The branch of labor which locomotive firemen represent is of the most vital interest and benefit to the commercial world. What is a railroad, and what means these endless miles of immutable iron?

Indirectly speaking, I might say : A railroad is the architect of progress, and by its magic power the uncultivated inhabitant is lifted from the shades of ignorance and idleness and placed upon an exalted line of equality. The course of a road-bed is the pathway of enlightenment. See with what rapidity our country became populated and developed after having successfully constructed and inaugurated her magnificent railway system.

The correct guidance and management of a railroad train requires conservative judgment and involves considerable responsibility on the part of men acting in the capacity of engineer, fireman, conductor, brakeman, etc. It is strictly necessary, therefore, that these men should be thoroughly competent to fulfill their duties in a faithful manner. Admitting this, is it not equally necessary, on the other hand, that they should in turn receive an equivalent amount of compensation? To this question every fair-minded man will readily answer in the affirmative. Contrary to this, however, the wages of employes have been reduced from time to time, until to-day these men can scarcely provide themselves and families with the necessities of life. This continual reduction of the price of labor was the direct cause of the recent strikes, which terrified the entire nation. A strike at the present time signifies anarchy and revolution, and the one of but a few days ago will never be blotted from the records of memory. The question has often been asked, Does the Brotherhood encourage strikers?

To this question we most emphatically answer, No, Brotherhood. To disregard the laws which govern our

land? To destroy the last vestige of order? To stain our hands with the crimson blood of our fellow beings? We again say, No, a thousand times No.

Strikes are the last means which are resorted to by men driven to desperation after all peaceful efforts to obtain justice have failed. The Brotherhood endeavors to qualify its members to become honest and upright citizens, bearing as its motto Benevolence, Sobriety and Industry. Benevolence being the principal object, it is obvious that we are organized to protect and not to injure. I trust that we have come together to pursue the same peaceful policy which thus far has crowned our Order with success, thanks to the many efforts on the part of our Grand Secretary and Treasurer for the able manner in which he has conducted the affairs of our organization. The name of William N. Sayre will forever be recognized by the locomotive firemen of the United States.

In conclusion, I will hope that the entire proceedings of this Convention will be effected with the utmost harmony, and when the day for adjournment arrives we will return to our respective homes confident that all in our power has been done to promote the welfare of our organization.

The Convention then went into secret session and remained so until the hour of the noon adjournment.

CANE PRESENTATION—SPEECH OF MR. W. T. GOUNDIE AND REPLY OF W. N. SAYRE.

The afternoon session was opened with the nomination and election of officers, as follows:

F. B. Alley, Grand Master, Louisville, Ky.; Wm. T. Goundie, Vice Grand Master, Philadelphia, Pa.; W. N. Sayre, Grand Secretary and Treasurer, Indianapolis, Ind.; John Savage, Grand Warden, Boston, Mass.; Chas. Pope, Grand Conductor, Toronto, Ont.; C. G. Swan, Grand Inner Guard, Buffalo, N. Y.; Wm. Cows, Grand Outer Guard, Camden, N. J.; M. Barnhill, Grand Chaplain, Indianapolis, Ind.; E. V. Debbs, Grand Grand Marshal, Terre Haute, Ind.

Grand Grievance Committee—F. B.

Alley, Chairman, Louisville, Ky.; W. S. Goundie, Assistant Chairman, Philadelphia, Pennsylvania; William N. Sayre, Secretary, Indianapolis, Ind.; W. W. Smith, Bellville, Ont.; O. W. Cutler, Providence, R. I.; J. B. Swartz, Scranton, Pa.; A. Jenkinson, Galion, O.; D. O. Shank, Albany, N. Y.; F. Snyder, Fort Wayne, Ind.; L. W. Phillipson, Marshall, Tex.; S. F. Browne, Austin, Minn.; John Mize, Denver, Col.; James McNeal, Philadelphia, Pa.; W. A. Achey, Nashville, Tenn.; Geo. McGarraban, East St. Louis, Ills.

Grand Lodge Deputies—Jurisdiction No. 1, F. Clark, Detroit, Mich.; Jurisdiction No. 2, S. M. Stevens, Lowell, Mass.; Jurisdiction No. 3, J. E. Dunavon, Hornellsville, N. Y.; Jurisdiction No. 4, J. C. Barnard, Urbana, Ills.; Jurisdiction No. 5, R. V. Dodge, Chicago, Ills.; Jurisdiction No. 6, J. R. Goheen, Topeka, Kansas; Jurisdiction No. 7, Wm. Coyne, Little Rock, Ark.

Following the election of officers, Mr. W. T. Goundie, Vice Grand Master, made the following presentation speech:

BROTHER DELEGATES—It gives me pleasure, real unalloyed pleasure, to be called upon to speak for you in a case of this kind. Brother Sayre, to you more directly I wish to address my remarks in behalf of these brothers. Well do we know how earnestly you have labored in our behalf, and also well do we know should we through any cause whatever be deprived of your advice and service, this Order would sustain an almost irredeemable loss. While in company with you this short week in this beautiful and growing city of the West our associations have, and I hope always will be, of the most friendly nature. For four years you have been connected with this work, and with pride and satisfaction we observe the result. Odiums and slander of the vilest kind have been hurled and heaped upon you, and yet with honor and respect you are regarded and esteemed by your every-day associates and by the very men who were first to condemn and denounce you. Now as we leave the city of Indianapolis and go to our respective homes, let me assure you that each of us goes with a light heart filled with sunshine and hope and pleasant recollections of the past, and to show how you are regarded in our estimation,

both personally and officially, allow me in behalf of the delegates representing our ever increasing Order of the Brotherhood of Locomotive Firemen, to present you with this trifling token—a cane. Let it be a memorial of the Convention of '77. It certainly is a beautiful piece of workmanship—strength and beauty combined. Let it be as a staff to support your steps, and in after years, when necessity and age compels you to bear your weight upon it, then let the recollections of the past be ever in your memory, and as you accept this token, rest assured that with it goes the well wishes of all the brethren for your future prosperity.

The cane is a beautiful gold-headed one, with the words, "Presented to W. N. Sayre, G. S. and T., B. of L. F., by the delegates in Convention held at Indianapolis, September 15, 1877," inscribed upon it. Mr. Sayre, after a moment's hesitation, said:

GRAND OFFICERS AND DELEGATES—
I assure you the speech of our Vice Grand Master, Brother Goundie, to say naught of this beautiful token, is well worth the weight of the present in gold; not to me alone, but to the representatives of this organization. You say it is a token of esteem for my past as an upright and straight-forward workingman of your Order. I have been in all, your able officer states, only with a view to elevate, morally, mentally and socially, the condition and standing of our locomotive firemen. My motto has been and always shall be, "Advance." Not in measures unlawful, for in working against capital we destroy labor. Yet I have used my best influence to settle your disputes by fair and gentlemanly arbitration. A word which you should all remember is "just law." I do not feel that corporations look upon this body as inconsistent to their future management. In fact, my close connection with them gives me the liberty to state they are in perfect harmony with us and our intentions. They can not but see the actual necessity of having an honorable body; and, on your return, I sincerely hope each and every act will be only such as will recommend you in the consideration of those who may have appeared as your enemy, but who, I can assure you are your mutual friends.

Let peace and harmony exist as has heretofore been the case, and the teachings of your Order be ever uppermost in your mind. Legislation with this body has been the cause of your future success, as now you are and will be known as a charitable Order, with abitation and benevolence. An Order whose objects are directly beneficial to their interests, financially and otherwise—consequently their aim is ours in every particular. Let your every action be in harmony with that of our superiors, and I can assure you that you will not regret having met in annual session. True, our meetings and sessions have been held with closed doors, yet who of this body can say we are not legislators in behalf of all who desire to be what law-abiding citizens should be. I am happy to say your acts have been in accordance with the rules governing as proper as your motto. With these few remarks, fully trusting, as I have heretofore, that you will keep the interests of the Order in your mind during your days of laborious labor upon the being of your existence, I thank you heartily for this valuable tribute of your esteem for me as your Grand Officer and true friend.

One of the most important features of the Convention has been in making each and every member a member of the Insurance Company. Hereafter deaths in this Order will be sustained by all the members, instead of those who have heretofore been known as members of the Disability and Death Insurance—which will make the Brotherhood of Locomotive Firemen a really charitable organization.

The Committee on Resolutions were quite profuse in their thanks towards the many railway companies who extended hundreds of dollars' worth of free transportation. Among which are the A. & G. W., C. C. C. & I., C. & A., Vandalia, T. W. & W., J. M. & I., Bee Line, I. B. & W., and other lines east and west, north and south; also returning a vote of thanks to retiring Grand Officers, and giving a hearty pledge of support to the newly elected Grand Officers.

Beyond a doubt this Convention has

proved the most beneficial of any heretofore held, and the prospects of its future are based on a solid foundation.

Adjourned to meet in Buffalo, N. Y., September 10, 1878.

SEVERAL important communications have been crowded out of this number, but will appear in No. 12.

At a regular meeting of Anchor Lodge, No. 54, B. of L. F., held at their hall September 2d, 1877, the following resolutions were adopted:

Resolved, That the thanks of Anchor Lodge, No. 54, are hereby tendered to the wife of our worthy Brother, John Mannert, for the beautiful and appropriate motto, tastefully framed, containing the following words: "Benevolence, Sobriety and Industry."

Resolved, That a copy of these resolutions be presented to Mrs. J. Mannert, and also published in the B. of L. F. MAGAZINE.

M. OLMSTEAD,
GEO. STACY,
CHAS. ROOT,
Committee.

SATURDAY EVENING, August 18th, Brother Josiah Hummer, of Excelsior Lodge, No. 11, was struck on the head by a water-spout at Plainfield, N. J., on the line of the C. of N. J. He lived till Monday, but was insensible till his death. Excelsior Lodge, No. 11, loses in Brother Hummer one of her best and faithful members, and they will cheerfully act as guardians of those left behind—a wife and two little children. The funeral was not only largely attended by the Brotherhood, who conducted the ceremonies, but the O. U. A. M. and P. S. of A., of which he was a member.

OUR worthy Brother H. C. Stickney, of No. 49, was severely injured at Hoosac Junction, on the Troy & Boston R. R., by a collision, the train he was firing running into the rear of an extra passenger train. He had both legs badly broken, and was taken to St Mary's Hospital in Troy, N. Y., where all is being done for him that can be. He is improving as fast as possible under the circumstances; one leg is in plaster-paris—a new process of treating broken limbs.

OUR worthy Brother, Joseph Snyder, was killed by the explosion of his engine on the Hannibal & St. Joseph Railroad, on the 10th of August. At the time of the terrible accident he had scarcely reached the maturity of manhood, being only twenty-five years of age. He was at one time in the employ of the St. Louis, K. C. & N. Railroad, and a resident of Moberly, Mo., where he was well known and esteemed by all of his acquaintances. His remains were taken in charge by the Brotherhood and conveyed to Flora, Ills., for interment. He possessed in an eminent degree qualities which made him trusted by his employers, useful and honorable as a citizen and loved as a companion.

Resolutions of Condolence.

HUMMER—At the last regular meeting of Excelsior Lodge, No. 11, B. of L. F., held August 26th, the following resolutions were adopted:

WHEREAS, The members of this Lodge are called upon the second time to drape the Lodge room in mourning, it having been the will of Divine Providence to call from our midst our beloved Brother, Josiah M. Hummer.

WHEREAS, We feel it a duty devolving upon us to manifest the sorrow we feel for the loss of a Brother, whose memory will be ever dear to the hearts of the B. of L. F.; and,

WHEREAS, By the death of Brother Josiah M. Hummer, the Brotherhood has lost a true and valuable member, his associates a firm friend and genial companion, and the family a kind husband and an affectionate father; therefore, be it

Resolved, That we condole with the relatives and friends of the deceased, and especially to the desolate widow would we extend our heartfelt sympathy on this sorrowful occasion, assuring her that he was honored and loved as a man and brother by his fellow firemen.

Resolved, That we drape our charter in mourning for thirty days, and that these resolutions be placed on our minutes and printed in the *Easton Daily Free Press* and *Easton Daily Express*, and in the B. of L. F. MAGAZINE, and a copy be sent to the bereaved family.

J. W. SINCLAIR,
D. GORGAS,
S. S. ALLEN,

Committee.

Grand Lodge Officers.

F. B. ALLEY.....	Grand Master,
	Louisville, Ky.
W. T. GOUNDIE.....	Vice Grand Master,
	Philadelphia, Pa.
WM. N. SAYRE.....	Grand Sec'y and Treas'r,
	Indianapolis, Ind.
JOHN SAVAGE.....	Grand Warden,
	Boston, Mass.
CHAS. POPE.....	Grand Conductor,
	Toronto, Ont.
C. W. SWAN.....	Grand Inner Guard,
	Buffalo, N. Y.
WM. COWLES.....	Grand Outer Guard,
	Camden, N. J.
E. V. DEES.....	Grand Marshal,
	Terre Haute, Ind.
MARION BARNHILL.....	Grand Chaplain,
	Indianapolis, Ind.

Grievance Committee.

F. B. ALLEY.....	Chairman
W. T. GOUNDIE.....	Assistant Chairman
WM. N. SAYRE.....	Secretary
W. W. SMITH.....	Belleville, Ont.
O. W. CUTLER.....	Providence, R. I.
J. B. SWARTZ.....	Scranton, Pa.
A. JENKINSON.....	Galion, O.
D. O. SHANK.....	Albany, N. Y.
F. SNYDER.....	Fort Wayne, Ind.
L. W. PHILLIPSON.....	Marshal, Texas
S. F. BROWNE.....	Austin, Minn.
JOHN MIZE.....	Denver, Col.
JAMES McNEAL.....	Philadelphia, Pa.
W. H. ACHET.....	Nashville, Tenn.
GEO. MCGARRAHAN.....	East St. Louis, Ill.

Grand Lodge Deputies.

F. CLARK.....	Jurisdiction No. 1,
	Detroit, Mich.
S. M. STEVENS.....	Jurisdiction No. 2,
	Lowell, Mass.
J. E. DUNAVON.....	Jurisdiction No. 3,
	Hornellsville, N. Y.
J. C. BARNARD.....	Jurisdiction No. 4,
	Urbana, Ill.
R. V. DODGE.....	Jurisdiction No. 5,
	Chicago, Ill.
J. R. GOHEEN.....	Jurisdiction No. 6,
	Topeka, Kansas.
WM. COYNE.....	Jurisdiction No. 7,
	Little Rock, Arkansas.

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Monday evening at 7:30.
J. B. Fisher.....Master
E. G. Medrick.....Rec. Sec'y
L. D. Miller.....Magazine Agent
2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. F. Hall, on Main street.
H. D. Foster.....Master
J. E. Donevan.....Rec. Sec'y
H. W. Plummer.....Magazine Agent

3. JERSEY CITY, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove street, every Thursday at 8 p.m.
E. W. Davis (190 11th street).....Master
J. Gerish; 185 Tenth st.....Rec. Sec'y
(Morris & Essex Eng. House, Hoboken, N. J.)
4. GREAT WESTERN, at Meadville, Pa. Meets 2d and 4th Sundays at 7:30, at M. and B. Hall, Water street.
K. D. Cobb.....Master
J. F. Huffman.....Rec. Sec'y
Samuel Quackenbush.....Magazine Agent
5. UNION, at Galion, Ohio. Meets every Wednesday evening.
A. Jenkinson.....Master
C. Bennett.....Rec. Sec'y
Chas. Bennett.....Magazine Agent
6. DAYTON, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow streets, first Sunday of each month.
Frank States (19 Zeigler street).....Master
J. C. McCutcheon.....Rec. Sec'y
Chris. Sweetman.....Magazine Agent
7. SCRANTON, at Scranton, Pa. Meets in Red Men's Hall, every 2d and 4th Sunday of each month.
W. H. Whitmore.....Master
Thos. Roach.....Rec. Sec'y
S. D. Schooley (Box 37).....Magazine Agent
8. JACKSON, at Vincennes, Indiana.
T. Donovan.....Master
J. Greene.....Rec. Sec'y
T. Donovan.....Magazine Agent
9. FRANKLIN, at Columbus, Ohio. Meets in B. of L. E. Hall, 1st and 3d Tuesday nights of each month.
J. W. Tamplin, 139 W. 2d avenue.....Master
J. Q. Glenn, 78 Spruce st.....Rec. Sec'y
J. Q. Glenn, 78 Spruce st.....Magazine Agent
10. CLEVELAND, at Cleveland, Ohio.
D. T. Henderson.....Master
A. C. Burke.....Rec. Sec'y
11. EXCELSIOR, at Phillipsburg, N. J. Meets in May Council, O. U. A. M. hall, 2d and 4th Sundays, at 2 p.m.
J. S. Gorgas.....Master
G. Williams.....Rec. Sec'y
J. S. Gorgas.....Magazine Agent
12. BUFFALO, at Buffalo, N. Y. Meets every evening; hall, 253 Michigan st.
A. L. Jacobs, 166 Jefferson st.....Master
J. C. Bradley.....Rec. Sec'y
I. H. Crossman.....Magazine Agent
13. MISSISSIPPI VALLEY, at East St. Louis, Ills. Meets every Sunday at 2 p.m. in Jackieschs' hall.
Geo. McGarrahan.....Master
J. L. Benedict.....Rec. Sec'y
Jas. H. Hunt.....Magazine Agent
14. EUREKA, at Indianapolis, Ind. Meets every Tuesday night at B. of L. E. Hall, on Washington street.
W. La Rue.....Master
M. Barnhill (Bee Line Shops).....Rec. Sec'y
C. Duckwiler.....Magazine Agent
15. PACIFIC, at St. Louis, Mo.
I. Rogers.....Master
Jas. Clough (3012 Sarah st.).....Rec. Sec'y
J. F. Clough.....Magazine Agent
16. VIGO, at Terre Haute, Ind. Meets every Wednesday evening, at cor. Seventh and Main streets.
Wm. Brennan.....Master
E. V. Debbis (Box 1074).....Rec. Sec'y
J. Romans.....Magazine Agent

17. LEACH, at Mattoon, Ill.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
M. Morgan.....Magazine Agent
18. FRIENDSHIP, at Fort Wayne, Ind.
B. F. Cooper.....Master
(P. Ft. Wayne & C. Eng. House.)
F. Snyder, 138 Force st.....Rec. Sec'y
Ferd. Snyder.....Magazine Agent
19. HOPE, at Alliance, Ohio.
Wm. Nazor.....Master
R. L. McKee.....Rec. Sec'y
Wm. Nazor.....Magazine Agent
20. WESTERNSTAR, at Galesburg, Ill.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
21. INDUSTRIAL, at South St. Louis, Mo.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
22. CENTRAL, at Urbana, Ill.
M. W. Dwyer.....Master
Wm. Trenary.....Rec. Sec'y
M. W. Dwyer.....Magazine Agent
23. LOUISVILLE, at Louisville, Ky. Meets every Sunday.
Frank B. Alley (286 Wengel st.).....Master
J. W. Richardson.....Rec. Sec'y
J. W. Richardson.....Magazine Agent
24. H. G. RUST, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
Miles Grosvenor.....Magazine Agent
25. PROVIDENCE, at Providence, R. I. Meets every Monday night at Engineers' Hall.
A. P. Green (Box 1052).....Master
H. C. Howard.....Rec. Sec'y
(B. & P. Engine House, Boston Highlands.)
26. J. W. THOMAS, at Nashville, Tennessee. Meets 1st and 3d Sundays in each month at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey.....Rec. Sec'y
(cor. W. Gay and Hines sts.)
Will Achey.....Magazine Agent
27. HAWKEYE, at Cedar Rapids, Iowa.
F. A. Davis.....Master
A. S. Funk.....Rec. Sec'y
W. S. Davis.....Magazine Agent
28. ELKHORN, North Platte, Neb.
H. J. Clark.....Master
J. E. Phillips.....Rec. Sec'y
H. J. Clark.....Magazine Agent
29. CHAMPION, at Detroit, Mich.
J. A. Robertson.....Master
(315 Congress street, West Detroit.)
Frank Clark.....Rec. Sec'y
Frank Clark (257 17th st.).....Magazine Agent
30. HARMONY, at Susquehanna, Dep.
James Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
31. FORT CLARK, at Peoria, Ill.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. AMERICUS, at Grand Rapids, Mich.
Charles Jewell, 82 Center st.....Master
George H. Scott.....Rec. Sec'y
33. CECIL FLEMING, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
J. Jones.....Magazine Agent
34. ORCHARD CITY, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
L. H. Ingersoll.....Magazine Agent
35. WASHINGTON, at Lafayette, N. J.
J. C. Cline (142 Marshal st.).....Master
A. C. Schenck (120 Broadway).....Rec. Sec'y
F. Wynkoop.....Magazine Agent
(Somerville, N. J.)
36. TIPPECANOE, at Lafayette, Ind. Meets every Sunday at 2 p. m., at B. of L. F. Hall, corner Sixth and Main sts., Curtis' Block.
C. E. Quaco (216 Main street).....Master
J. H. Brewer.....Rec. Sec'y
C. E. Quaco, 26 Main st.....Magazine Agent
37. MOUNTAIN CITY, at Altoona, Pa.
D. S. Long.....Master
J. Miles Stonbreaker, Box 343.....Rec. Sec'y
H. J. McMurray, Box 343.....Magazine Agent
38. KEY STONE, at Pittsburg, Pa. Meets every Monday evening at Odd Fellows' Hall, Beaver avenue.
D. Larned (1038 Penn. Ave.).....Master
Burt E. Gove.....Rec. Sec'y
(134 Juniata st., Allegheny)
Burt E. Gove.....Magazine Agent
39. NORTH STAR, at Austin, Minn.
H. M. Baker.....Master
J. J. Burns.....Rec. Sec'y
Wm. Chambers.....Magazine Agent
40. BLOOMING, at Bloomington, Ill.
Charles C. Hotchkiss, 1206 N. Lee st.....Master
James Martin.....Rec. Sec'y
T. O'Neil.....Magazine Agent
(902 W. Chestnut street.)
41. FOX RIVER, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Magazine Agent
42. MISSOURI VALLEY, at Sedalia, Mo. Meets every 3d Sunday and every 4th Wednesday.
R. C. Yoist.....Master
C. Schernowkie.....Rec. Sec'y
L. D. Palmer.....Magazine Agent
43. ST. JOSEPH, at St. Joseph, Mo.
L. Mooney.....Master
D. C. Pierce.....Rec. Sec'y
44. RELIABLE, at Brookfield, Mo. Meets 2d and 4th Thursdays, in B. of L. E. Hall.
R. Cheney.....Master
S. Leonard.....Rec. Sec'y
W. R. Worth (Box 13).....Magazine Agent
45. ROSE CITY, at Little Rock, Ark. Meets in Engineers' Hall, cor. Main and Second streets, every Sunday at 2:50 p. m.
M. W. Campbell (Lock Box 648).....Master
James Waldrup.....Rec. Sec'y
46. CAPITAL, at Springfield, Ill. Meets every Wednesday night at Engineers' Hall.
L. A. Wisman, South 11th st.....Master
H. C. Bingham, 1308 Jackson st.....Rec. Sec'y
Joseph Henry.....Magazine Agent
47. TRIUMPHANT, at Chicago, Ill. Meets 2d and 4th Sundays in each month, at 7 p. m., in Railroad Chapel.
R. V. Dodge (No. 12, 16th st.).....Master
P. G. Eich (65 E. Folk st.).....Rec. Sec'y
W. H. Gould & P. Furlong.....Magazine Agents

48. **AMICITI**, at Harrisburg, Pa.
Wm. Stiner (4th and Reily sts.).....Master
L. C. Clemson.....Rec. Sec'y
937 Pennsylvania avenue
C. W. Grayson.....Magazine Agent
49. **SPRINGFIELD**, at Springfield, Mass.
H. C. Davis.....Master
C. O. Mansus.....Rec. Sec'y
W. M. Ball.....Magazine Agent
50. **NEW YORK CITY**, at New York. Meets
1st and 3d Sunday mornings, and 2d and
4th Saturday Saturday nights in each
month, at 869 Second avenue.
H. J. Hedden (616 Lexington ave.).....Master
H. E. Pepper.....Rec. Sec'y
L. J. Park (211 E. 46th st.).....Magazine Agent
51. **FRONTIER CITY**, at Oswego, N. Y.
A. L. Baldwin, East Mitchell st.....Master
Burt Lewis.....Rec. Sec'y
M. Gorman.....Magazine Agent
52. **GOOD WILL**, at Logansport, Ind.
J. S. Cool.....Master
J. S. Cool, Lock-box 626.....Rec. Sec'y
C. D. Cool.....Magazine Agent
53. **FIDELITY**, at Sunbury, Pa.
John Pittenger.....Master
D. F. Vollmer (Box 276).....Rec. Sec'y
54. **ANCHOR**, at Moberly, Mo. Meets 1st and
3d Sundays in each month at I. O. O. F.
Hall.
M. Olmsted.....Master
J. Hyndman.....Rec. Sec'y
F. Wilcox.....Magazine Agent
55. **BLUFF CITY**, at Memphis, Tenn. Meets
every Sunday at 2 p. m. at Engineers'
Hall, Adams street.
Wm. Bender, 206 Old Raleigh st.....Master
O. B. Hanes.....Rec. Sec'y
56. **TOPEKA**, at Topeka, Kan. Meets at Odd
Fellows' Hall 1st and 3d Sundays of each
month.
George Scott.....Master
J. R. Geheen.....Rec. Sec'y
Charles McIlroy.....Magazine Agent
57. **BOSTON**, at Boston, Mass. Meets 1st and
3d Sundays of each month, at 10:30 a. m.,
and 2d Wednesday at 7:30 p. m., in En-
gineers' Hall, 47 Hanover street.
C. E. Wilkins.....Master
Brookline, Mass.
Everett Sias.....Rec. Sec'y
(70 Cambridge street, E. Cambridge, Mass.)
L. L. Parker, Jr.....Magazine Agent
(70 Cambridge st., E. Cambridge, Mass.)
58. **STAR**, at Hoboken, N. J. Meets 2d Sun-
days and 4th Thursdays, at 67 Newark
street.
E. Sturges, Box 56.....Master
B. P. Bullock.....Rec. Sec'y
(27 Washington Terrace)
59. **ASHLEY**, at Ashley, Pa.
J. M. Peck.....Master
A. E. Detro.....Rec. Sec'y
Joseph Bennett.....Magazine Agent
60. **UNITED**, at Philadelphia, Pa.
W. R. Roberts (256 Diamond st.).....Master
J. L. Bodoy (416 W. Norris st.).....Rec. Sec'y
(North Pennsylvania Eng. House.)
Robert Deary.....Magazine Agent
61. **MINNEHAHA**, at St. Paul, Minn. Meets
every 2d and 4th Sundays at 3 p. m., cor.
7th and Jackson sts., Engineers' Hall.
R. Peel (Box 1534).....Master
W. Hubbs (St. P. & P. Shops).....Rec. Sec'y
R. Peel (183 Exchange st.).....Magazine Agent
62. **VANBERGEN**, at Carbondale, Pa. Meets
in Engineers' Hall every Tuesday night.
O. E. Histed.....Master
U. T. Bingham.....Rec. Sec'y
A. W. Hoyle.....Magazine Agent
63. **HERCULES**, at Danville, Ill. Meets
every 3d Sunday and every 4th Wednes-
day.
W. A. Pickering.....Master
J. A. Bain, C. D. & V. shops.....Rec. Sec'y
J. A. Bain.....Magazine Agent
64. **LOYAL**, at Ellis, Kan. Meets in B. of L.
E. Hall.
W. H. Hamilton.....Master
W. H. Cook.....Rec. Sec'y
W. H. Hamilton.....Magazine Agent
(Box 16, Brookville, Kan.)
65. **ISLAND CITY**, at Brockville, Ontario,
(Canada). Meets 2d and 4th Sundays in
B. of L. E. Hall.
A. E. Pennock.....Master
W. H. Stewart.....Rec. Sec'y
W. H. Stewart.....Magazine Agent
66. **CHALLENGE**, at Bellville, Ont., (Canada).
Meets 2d and 4th Sundays, in B. of L. E.
Hall.
Patrick Flannery.....Master
James Cummins.....Rec. Sec'y
Wm. Smith.....Magazine Agent
67. **DOMINION**, at Toronto, Can. Meets
every 1st and 3d Mondays at 7:30 p. m., in
B. of L. E. Hall, Duun's Block, Queen
street.
Charles Pope.....Master
(26 Little Richmond st.)
Wm. Prenter.....Rec. Sec'y
(43 Esther st.)
George Shields.....Magazine Agent
(16 Ester st.)
68. **HUDSON**, at Jersey City, N. J.
Z. T. Ross (313 6th street).....Master
W. J. Burton.....Rec. Sec'y
Box 213 New Brunswick, N. J.
R. Hare (245 Grand st.).....Magazine Agent
69. **HURON**, at Port Huron, Mich.
T. W. Lord.....Master
(Box 13, Ft. Gratoit, Mich.)
Charles Raymond.....Rec. Sec'y
(Box 13, Ft. Gratoit, Mich.)
J. D. Brentnell.....Magazine Agent
(Box 13, Ft. Gratoit, Mich.)
70. **LONE STAR**, at Marshall, Texas. Meets
in I. O. O. F. Hall.
A. C. Caten.....Master
James McDonough.....Rec. Sec'y
James McDonough.....Magazine Agent
71. **CAPITAL CITY**, at Albany, N. Y. Meets
every third Sunday and every fourth
Friday night at 8 o'clock at 540 Broadway
D. O. Shank, 85 Cherry street.....Master
L. O'Brien, 7 Union street.....Rec. Sec'y
John Wethernox.....Insurance Agent
55 Knox st.
72. **WELCOME**, at Camden, N. J.
Wm. Cowels, 411 Hartman st.....Master
L. Elberston.....Rec. Sec'y
(Cor. 2d and Bridge ave.)
A. Huston.....Magazine Agent
318 Bridge ave.

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| <p>73. BAY STATE, at Worcester, Mass.
 C. E. Bullard.....Master
 T. E. Kelton, 42 Portland st.....Rec. Sec'y
 C. E. Bullard.....Magazine Agent
 32 Plymouth street,</p> <hr/> <p>74. KANSAS CITY, at Kansas City, Mo.
 B. B. McCrum.....Master
 John Clinton.....Rec. Sec'y
 cor. 14th and Hickory, West Kansas City.
 B. B. McCrum.....Magazine Agent
 905 Penn street,</p> <hr/> <p>75. ENTERPRISE, at West Philadelphia.
 C. E. Austian, 3800 Story st.....Master
 M. T. Goundie.....Rec. Sec'y
 3001 Spring Garden st.
 L. H. Rokey.....Magazine Agent
 [3221 Spring Garden st.]</p> <hr/> <p>76. VALLEY CITY LODGE, at East Saginaw, Michigan. Meets Sunday evenings at B. of L. E. Hall.
 F. C. Blanchett.....Master
 J. Lennox, Box 860.....Rec. Sec'y
 W. Hannon, Box 1199.....Magazine Agent</p> | <p>77. ROCKY MOUNTAIN, at Denver, Col.
 Meets every Thursday night in B. of L. E. Hall.
 L. C. Ames.....Master
 W. F. Hynes.....Rec. Sec'y
 L. C. Ames.....Magazine Agent</p> <hr/> <p>78. BINGHAMTON, at Binghamton, N. Y.
 Meets in B. of L. E. Hall, 2d and 4th Saturday evenings.
 Thomas Milan, Box 725.....Master
 Wm. T. Worrell, Box 978.....Rec. Sec'y
 Wm. T. Worrell, Box 978.....Magazine Agent</p> <hr/> <p>79. MIAMI, at Cincinnati, Ohio. Meets in B. of L. E. Hall, 2d and 4th Sundays corner 8th and Freeman sts,
 Wm. P. Jones, 21st Ward.....Master
 G. Harrocks, 400 George st.....Rec. Sec'y
 W. H. Sperry.....Magazine Agent
 432 George st.</p> <hr/> |
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- 80, 81, 82, 83, and 84. Organizing.

THE BROTHERHOOD MAGAZINE.

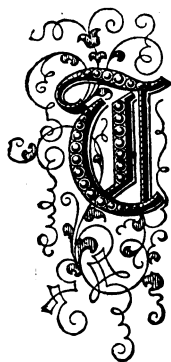
DEVOTED TO THE INTERESTS OF LOCOMOTIVE FIREMEN

Vol. 1.

NOVEMBER, 1877.

No. 12.

THE EXPRESS TRAIN.



WO or three of us had lounged out of the club, one night, into Santley's office, to find out the news sent by cable, which the sleeping town would not hear, until the paper would be out to-morrow. Santley was editor of the *Courier*. He was scribbling away

at driving speed, his hat on, an unlighted cigar in his mouth.

"You're at it late, Ben."

"Accident on a Western road. Sixty lives lost," without looking up.

We seized the long white slips, which lay coiled over the table, and read the dispatch.

"Tut, tut!"

"Infamous!"

"Nobody to blame, of course."

"I tell you the officers of a road, where such an accident is possible, should be tried for murder!" cried Ferrers.

Santley shoved his copy to the boy, and lighted his cigar. "I think you're wrong, Ferrers. Instead of being startled at such casualties, I never travel on a railway, that I am not amazed at the security of them. Just think of it. Thousands of trains running yearly on each, with but a minute to spare between safety and destruction, the safety of these trains depending on engineers, firemen, conductors, telegraph clerks, brakemen—men of every grade of intellect, their brains subject to every kind of moods, and disease, and tempers. The engineer takes a glass of liquor; the conductor sets his watch half a minute too fast; the flagman falls asleep; and the train is dashed into ruin. It is not the accident that is to be wondered at; it is the escape that is miraculous!"

We all had dropped into seats, by this time. The night was young, and one after another told some story of adventure or danger. Presently, Santley said: "There was an incident which occurred on the Erie road, a few years ago, which made me feel as I do in the matter. I happened to be an eye-witness to the whole affair."

"What was it, Ben?"

"It's rather a long story—"

"No matter. Go on. You can't go home until your proof comes in, anyhow."

"No. Well, to make you understand, about five years ago, I had a bad break-down—night-work, hack, writing, and poor pay. You know how fast it all wears out the machine. The doctor talked of diseases of the gray matter of the brain, etc., and prescribed, instead of medicine, absolute rest and change of scene. I would have swallowed all the nostrums in a drug-shop, rather than have left the office for a week.

"'I'll take country board, and send in my editorials,' I said.

"'No; you must drop office and work utterly out of your life, for a month, at least. Talk and think of planting potatoes, or embroidery—anything but newspapers and politics.'

"Well, I obeyed. I started on a pedestrian tour through Pennsylvania; studied oil stock in Alleghany county; and ate sauer-kraut in Berks. Finally, I brought up—foot-sore, and bored beyond bearing—in Williamsport. While there, I fell into the habit of lounging about the railway station, studying the construction of the engines, and making friends with the men. The man with whom I always fraternize, most readily, is the skilled mechanic. He has a degree of common sense—a store of certain facts, which your young doctor or politician is apt to lack. Besides, he is absolutely sure of his social standing ground, and has a grave self-respect, which teaches him to respect you. The professional lad, just started on his career, is uneasy, not sure of his position; he tries to climb perpetually. I tell

you this, to explain my intimacy with many of the officials on the road, especially with an engineer named Blakely.

"This man attracted me first, by his ability to give me the information I wanted, in a few direct, sharp words. Like most reticent men, he knew the weight and value of words. I soon became, personally, much interested in him. He was about forty, his hair streaked with gray, with a grave, worn face, which hinted at a youth of hardship and much suffering. However, Blakely had found his way to the uplands at last. Three years before, he had married a bright, cheerful woman. They had one child—a boy. He had work, and good wages, and was, I found, high in the confidence of the company. On one occasion, having a Sunday off, he took me up to Jersey Shore, where his wife and boy lived. He was an exceptionally silent man, but when with them was garrulous and light-hearted as a boy. In his eyes, Jane was the wisest and fairest of women, and the boy a wonder of intellect. One great source of trouble to him was, as I found, that he was able to see them but once in three weeks. It was necessary for the child's health, to keep them in the country air, and indeed, he could not afford to have them elsewhere; but this separated him from them almost wholly. Jane was in the habit of coming with Charley, to a certain point of the road, every day, that Blakely might see them as he dashed by.

"And when I found out this habit, it occurred to me that I could give Blakely a great pleasure. How often have I cursed my meddling kindness since. January 25th, was the child's birthday. I proposed to Mrs. Blake-

ley, that she and Charley should board the train, which her husband drove, and run up to Harrisburg, where he had the night off. There was to be a little supper at the Lochiel House. Charley was to appear in a new suit, etc. Of course, the affair was at my expense—a mere trifle, but an affair of grandeur and distinction, which fairly took Jane's breath. She was a most innocent, happy creature; one of those women who are wives and mothers in the cradle. When Blakeley found her, she was a thin, pale, little tailoress—a machine to grind out badly-made shoddy clothes. But three years of marriage, and petting of Charley had made her rosy, and plump, and pretty.

"The little Highland suit was bought complete, to the tiny dirk and feather, and very pretty the little fellow looked in it. I wrote down to order a stunning supper, to be ready at eight. Jane and the boy were to go aboard the train at Jersey Shore, a queer little hill village, near which they lived. Blakeley ran the train from Williamsport, down to Harrisburg, that day. His wife being in the passenger car before he took charge of the engine, of course, he would see and know nothing of her, until we landed in Harrisburg, at seven. I had intended to go down in the smoking car, as usual, but another fancy, suggested, I suppose, by the originator of all evil, seized me. No need to laugh. Satan, I believe, has quite as much to do with accidents, and misery, and death, as sin. Why not? However, my fancy, diabolic or not, was to go down on the engine with Blakeley. I hunted up the fireman, and talked to him for an hour. Then I went to the engineer

"'Blakeley,' I said, 'Jones (the fireman) wants to-night off.'

"'Off! Oh, no doubt! He's taking to drink, Jones. He must have been drinking when he talked of that. It's impossible.'

"I explained to Blakeley that Jones had a sick wife, or a sweet-heart, or something, and finally owned, that I had an unconquerable desire to run down the road on the engine, and, that knowing my only chance was to take the fireman's place, had bribed him to give it to me. The fact was, that in my idleness, and the overworked state of my brain, I craved excitement as a confirmed drunkard does liquor.

"Blakeley, I saw, was angry, and exceedingly annoyed. He refused, at first, but finally gave way with a grave civility, which almost made me ashamed of my boyish whim. I promised to be the prince of firemen.

"'Then you'll have to be treated as one, Mr. Santley,' said Blakeley, curtly. 'I can't talk to gentlemen aboard my engine. It's different from here, on the platform, you'll remember. I've got to order, and you obey, in there, and that's all there's about it.'

"'Oh, I understand!' I said, thinking that it required little moral effort to obey, in the matter of shoveling coal. If I could have guessed what that shoveling coal was to cost me. But all day, I went about, thinking of the fiery ride through the hills, mounted literally on the iron horse.

"It was in the middle of the afternoon, when the train rushed into the station. I caught a glimpse of Jane, on the passenger car, with Charley, magnificent in his red and green plaid, beside her. She nodded a dozen times, and laughed, and then

hid behind the window, fearing her husband should see her. Poor girl! It was the second great holiday of her life, she had told me; the first being her wedding day.

"The train stopped ten minutes. It was neither an express, nor an accommodation train, but one which stopped at the principal stations on the road—Selingsgrove, Sunbury, etc.

"I had an old patched suit on, fit, as I supposed, for the purpose of coal heaver; but Blakeley, when I came up, eyed it and my hands, sarcastically. He was in no better temper, evidently, with amateur firemen, than he had been in the morning.

"'All a-board!' he said gruffly. 'You take your place there, Mr. Santley. You'll put in coal just as I call for it, if you please, and not trust to your own judgment.'

"His tone annoyed me. 'It can not require much judgment to keep up a fire under a boiling pot, and not to make it too hot. Any woman can do that in her own kitchen.'

"He made no reply, but took his place in the little square box, where the greater part of his life was passed. I noticed that his face was flushed; and his irritation at my foolish whim, was surely more than the occasion required. I watched him with keen curiosity, wondering if it was possible, that he could have been drinking, as he had accused poor Jones of doing."

"It strikes me as odd," interrupted Ferrers, "that you should have not only made an intimate companion of this fellow, Santley, but have taken so keen an interest in his tempers and drinking bouts. You would not be likely to honor any of us with such attentions."

"No. I have something else to do. I was absolutely idle then. Blakeley and his family, for the time, made up my world. As for the friendship, this was an exceptional man, both as to integrity and massive hard sense. The knowledge that comes from books counts with me but for little, compared with the education given by experience, and contact with facts, for forty years. I was honored by the friendship of this grim engineer. But the question of his sobriety, that day, was a serious one. A man in charge of a train, with hundreds of souls aboard, I felt ought to be sober, particularly when I was shut up in the engine with him.

"Just as we started, a slip of paper was handed to him, which he read and threw away.

"'Do you run this train by telegraph?' I asked, beginning to shovel vigorously.

"'Yes. No more coal.'

"'Isn't that unusual?'

"'Yes. There are two special trains on the road this afternoon.'

"'Is it difficult to run a train by telegraph?' I said, presently, simply to make conversation. Staring in silence at the narrow slit in the gloomy furnace, or out at the village street, through which we slowly passed, was monotonous.

"'No; not difficult. I simply have to obey the instructions I receive at each station.'

"'But if you should happen to think the instructions not right?'

"'Happen to think! I've no business to think, at all! When the trains are run by telegraph, the engineers are so many machines in the hands of one controller, who directs them all from a central point. He has the whole road under his eye.

If they don't obey to the least tittle their orders, it is destruction to the whole.'

"'You seem to think silent obedience the first and last merit in a railroad man!'

"Yes,' dryly. I took the hint, and was dumb.

"We were out of town now. Blakeley quickened the speed of the engine. I did not speak to him again. There was little for me to do, and I was occupied in looking out at the flying landscape. The fields were covered with a deep fall of snow, and glanced whitely by, with a strange, unreal shimmer. The air was keen and cutting. Still the ride was tame. I was disappointed. The excitement would by no means equal a dash on a spirited horse. I began to think I had little to pay for my grimy hands and face, when we slowed at the next station. One or two passengers came aboard the train. There was the inevitable old lady, with bundles, alighting, and the usual squabble about her trunk. I was craning my neck to hear, when the boy ran alongside with the telegram.

"The next moment I heard a smothered exclamation from Blakeley.

"Go back,' he said to the boy. 'Tell Sands to have the message repeated. There's a mistake.'

"The boy dashed off, and Blakeley sat, waiting, coolly polishing a bit of the shining brass before him. Back came the boy.

"Had it repeated. Sands is raging at you. Says there's no mistake, and you'd best get on,' thrusting the second message up.

"Blakeley read it, and stood hesitating for half a minute. I never shall forget the dismay, the utter

perplexity that gathered in his lean face, as he looked at the telegram, and the long train behind him. His lips moved as if he were calculating chances, and his eye suddenly quailed, as if he saw death at the end of the calculation.

"What's the matter? What are you going to do?' I asked.

"Obey.'

"The engine gave a long shriek of horror, that made me start, as if it were Blakeley's own voice. The next instant, we rushed out of the station, and dashed through the low-lying farms, at a speed which seemed dangerous to me.

"Put in more coal,' said Blakeley.

"I shoveled it in.

"We are going very fast, Blakeley' I ventured.

"He did not answer. His eyes were fixed on the steam gauge; his lips closely shut.

"More coal.'

"I threw it in.

"The fields and houses began to fly past but half seen. We were nearing Sunbury. Blakeley's eye went from the gauge to the face of the time-piece and back. He moved like an automaton. There was little more meaning in the face.

"More!' without turning his eye.

"I took up the shovel—hesitated.

"Blakeley! We're going *very* fast. We're going at the rate of sixty miles an hour.'

"Coal.'

"I was alarmed at the stern, cold rigidity of the man. His pallor was becoming frightful.

"I threw in the coal.

"At least, we must stop at Sunbury. He had told me that was the next halt.

"The little town approached. As

the first house came in view, the engine sent out its shriek of warning; it grew louder, louder. We dashed into the street, up to the station, where a group of passengers waited, and past it without the halt of an instant. I caught a glimpse of the appalled faces of the waiting crowd. Then we were in the fields again.

"The speed now became literally breathless; the furnace glared red-hot. The heat, the velocity, the terrible nervous strain of the man beside me, seemed to weigh the air. I found myself drawing long stertorous breaths, like one drowning. I heaped in the coal at intervals, as he bade me."

"I'd have done nothing of the kind!" interrupted one of the listeners. "The man was mad."

"I did it because I was oppressed by an odd sense of duty which I never had in my ordinary brain-work. I had taken this mechanical task on myself, and I felt a stricture upon me to go through with it at any cost. I know now how it is that dull, ignorant men, without a spark of enthusiasm, show such heroism sometimes, as soldiers, engineers, captains of wrecked vessels. It is this overpowering sense of routine duty. It's a finer thing than sheer bravery, to my notion. However, I began to be of your mind, Wright, that Blakeley was mad, laboring under some sudden frenzy from drink, though I had never seen him touch liquor."

"He did not move hand or foot, except in the mechanical control of the engine, his eye going from the gauge to the time-piece, with a steadiness, that was more terrible and threatening, than any gleam of insanity would have been. Once he glanced back at the long train sweeping after the engine, with a head-

long speed, that rocked it from side to side. You could catch glimpses of hundreds of men and women talking, reading, smoking, unconscious that their lives were all in the hold of one man, whom I now strongly suspected to be mad. I knew by his looks that he remembered their lives were in his hand. He glanced at the clock.

"'Twenty miles,' he muttered. 'Throw on the coal, Jones. The fire is going out.'"

"I did it. Yes, I did it. There was something in the face of that man, that I could not resist. Then I climbed forward and shook him by the shoulder.

"'Blakeley!' I shouted, 'you are running this train into the jaws of death.'"

"'I know it,' quietly.

"'Your wife and child are on it.'"

"'My God!'"

"He staggered to his feet. But even then, he did not move his eye from the gauge.

"'In a minute—"

"'Make up the fire,' he said, and pushed in the throttle valve.

"'I will not.'"

"'Make up the fire, Mr. Santley,' very quietly.

"'I will not. You may murder yourself, and your wife and boy, but you shall not murder me.'"

"He looked at me. His kindly gray eyes glared like those of a wild beast. But he controlled himself in a moment.

"'I could throw you out of this door, and make short work of it. But—look here; do you see the station yonder?'"

"I saw a thin wisp of smoke against the sky, about five miles in advance.

"I was told to reach that station by six o'clock. The express train

meeting us is due now. I ought to have laid by for it at Sunbury. I was told to come on. The track is a single one. Unless I can make the siding at that station in three minutes, we will meet it yonder in the hollow.

“Somebody blundered?”

“Yes, I think so.”

“And you obeyed?”

“He said nothing. I threw on coal. If I had had petroleum, I would have thrown it on. But I never was calmer in my life. When Death has a man actually by the throat, it sobers him.

“Blakeley pushed in the valve still farther. The engine began to give a strange panting sound. Far off to the south, I could see the bituminous black smoke of a train.

“I looked at Blakeley, inquiringly. He nodded. It was the express.

“I stooped to the fire.

“No more,” he said.

“I looked across the clear, wintry sky, at the gray smoke of the peaceful little village, and beyond, that black line coming closer, closer, across the sky. Then I turned to the watch.

“In one minute more—

“Gentlemen, I confess; I sat down, and buried my face in my hands. I don’t think I tried to pray. I had a confused thought of a mass of mangled, dying men and women, mothers and their babies, and vaguely, of a merciful God. Little Charley with his curls and pretty suit—

“There was a terrific shriek from the engine, against which I leaned. Another in my face. A hot tempest swept past me.

“I looked up. We were on the siding, and the express had gone by. The hindmost cars touched in passing.

“Thank God! You’ve done it, Blakeley! Blakeley!” I cried.

“But he did not speak. He sat there, immovable, and cold as a stone. I went to the cars, and brought Jane and the boy to him, and when he opened his eyes, and took the little woman’s hands in his, I came away.

“An engineer, named Fred, who was at the station, ran the train into Harrisburg. Blakeley was terribly shaken. But we went down and had our little feast, after all. Charley, at least, enjoyed it.”

“What was the explanation? A blunder of the director, or the telegraph operator?”

“I don’t know. Blakeley made light of it afterwards, and kept the secret. These railway men must have a strong *esprit de corps*.

“All I know is, that Blakeley’s salary was raised, soon after, and he received, that Christmas, a very handsome ‘testimonial for services rendered,’ from the company.”

The Sad Fate of a Young Man who Pointed Pistols at People.

“Look out!” exclaimed the young man, scarcely able to control his laughter. “I’m going to shoot!”

He pulled the trigger, and the harmless pistol went off. The girl fell, and there was a good deal of blood in her vicinity. He rushed to her side, his eyes wild with apprehension. “I didn’t mean to!” he said, apologetically. “Upon my soul, I didn’t know it was loaded!”

“I—I can not believe it!” she gasped.

“It’s heaven’s own truth!” he said, with great earnestness.

“I can not help it!” she said, feebly; adding with unmistakable truth. “No matter; I shall die just the same.”

The jury in the case was one of the stupid ones known all over the our beloved country. The pistol was a harmless one. It could not possibly

have loaded itself. The young man said he didn't load it. Nobody could tell who loaded it. It was only known that several persons had killed their alleged sweethearts under precisely the same circumstances, with the important exception that the loading of the weapon and all the attending circumstances were known to the jury. It was shown beyond question, however, that the pistol had been loaded, and that the facetious young man had fired it off, previously expressing a determination to do so. It was enough for the stupid jury, and likewise for the judge. The latter, indeed, seemed to enjoy the proceedings.

"We shall inflict on you a slight pleasantry," he said, with a broad grin. "The sentence of the court is that you be hanged by the neck until you are dead. But don't be alarmed. It is only a joke."

The sheriff was equally happy. He read the necessary documents to the youth, as the latter stood with his neck decorated in the usual fashion, pausing to laugh, and at times nearly splitting his sides with suppressed mirth. "We shall do you up in prime order," he said, pleasantly. "We shall give you a something to enjoy to your dying day. There are no breakages to this," and he shook the rope merrily. "There are no way stations on this route, my son. You will go through like greased lightning. Not even pausing for refreshments. You will, perhaps, see some of your friends on your arrival. Please say a good word for me, will you? Tell them, if they have anything in my line that needs transacting, that I'm the man for them. Let me adjust this conveyance."

His hands shook so with laughter that he could hardly fix the rope properly; but finally the left ear of the amusing person was properly adorned.

"See here!" whimpered the doomed youth. "You act as if you were in earnest. You wouldn't kill an innocent man, would you? I—I think this is carrying the joke too far!"

"By no means," said the happy sheriff, winking with irresistible

humor. "Not for anything in this world, my son. Can you not place confidence in me? This is a joke. Are you afraid of this scaffold and that little cord? Foolish boy! they are perfectly harmless."

He winked at a person in the background, who was chuckling to himself, his face wreathed in smiles. The latter responded in a lively manner, "Up she goes!" and the practical joker shot in the air like a rocket and came down like a stick.

"Beautiful, beautiful," exclaimed the sheriff and the bystanders, and a great roar of laughter followed, even the attending clergyman putting his head under his arm, in evident fear that otherwise he would laugh himself to death.

The body was taken down, after a while, and a physician, after a slight examination, pronounced the young man dead—his neck had been broken.

"What!" said the sheriff, with a start. "Dead?" He examined the rope attentively, and quickly added, with a look of profound astonishment, "I see how it is. Alas! it must have been loaded."—*Rochester Chronicle*.

Two button kids—a young goat fight

THE Hamilton, Ontario papers state that Mrs. John Minnet, of that city, is married to her sixty-second husband! Talk of people marrying like sixty! Mrs. Minnet married like sixty, too.

THE Panama Railroad will not likely be a very popular route for the health-seeking public. During its construction eighty-one thousand lives were lost by malaria, or about one man for every yard of its length.

THEY figure out in Philadelphia that a two-horse street car costs \$9.31 a day to run it, while a steam motor costs but \$5.65, and, as four motors take the place of 63 horses, they rather incline to the belief that the motor is the more economical of the two. The papers don't state how much more a dishonest president costs than motors or mules.

All Sorts.

Hotel-keepers are people we have to "put up with."

The most shiftless thing in the world is a Vassar College student taking a bath.

Sometimes a man serves his country best by making his best time out of it.

Prof. Hall began life as a carpenter, married a school-teacher, saved his money, and now has two whole moons.

When a Virginia gentleman asks another to drink he blandly says: "Shall we give the public debt a lift?" And they lift.

The man who has been looking for a sea serpent all summer, has returned, and is looking for an oyster in a church fair stew.

When a prominent temperance man goes up to a chestnut vender and calls for a schooner of roasted chestnuts, his way of putting the request is calculated to arouse suspicions.

A Kentucky man who went to the Black Hills, wrote back to a local paper, saying: "Offer a premium at your coming fair for the biggest fool in the country, and I'll try and get there in time."

The hostile Indians are coming in and surrendering up their arms to the United States troops in the Black Hills. They are in a starved condition, some of them being to feeble to raise a whoop or a scalp, but when it comes to drawing rations they display more energy than a dray mule.

The Bishop of Hereford was examining a school class the other day, and among other things asked what an average was. Several boys plead ignorance, but one at last replied: "It is what a hen lays on." This answer puzzled the Bishop not a little, but the boy persisted in it, stating that he had read it in his little book of facts. He was then told to bring his little book, and on doing so, he pointed triumphantly to a paragraph commencing, "The domestic hen lays on an average fifty eggs each year."

A Remarkable Locomotive.

The Dunkirk & Warren road has an engineer who is remarkably gifted in opening a wide throttle and crowding on a full head of steam in his recital of railroad exploits. "Yes," he said, the other day, to a circle of credulous listeners, one of whom had set his safety-valve a little tighter than the regulation pressure in bragging of his engine—"yes, your engine would be a pretty good one, but it needs repairs; take her into the shops and have them jack up the whistle and put a new machine under it and she would run all right; but speaking of real smart engines, of engines that can get right up and crawl away from a whirlwind and stop and back up inside of three-quarters of no time at all, there was old "310" I used to run when I was out West. She was considerable heavy, weighed about seventy-five tons, but she *was* active. Why I remember running along one day, and the water got low in the tender, and I forgot all about it till I got within a hundred feet of the tank. I had upward of sixty loaded cars, and we were just streaking it at forty miles an hour. I didn't think she would do it, but I whistled for brakes, let out the sand and reversed her, and you ought to see that engine wrestle the rails. She *core* awful, and stopped at the tank exactly. We took water, and I pulled up to the next station, and there was a dispatch from the last station wanting to know where in the infernal regions the track had gone to. It had pulled up and disappeared up the right of way like a whip lash. And while I was waiting there came another dispatch from up the road saying the track was all doubled and twisted against the switch house there. I'm blessed if we hadn't stopped so sudden as to push seven miles of track along the road and break all the connections behind us. Yes, she was a quick one," said he softly to himself. "I had an engine once that the reverse lever was so long that when you went over with one end of it and got her set you found you had been gone just two days."

"I left that road, though," said he, when they sold old "310" to a Peru-

vian railroad, and I couldn't bear to run over the old ground without her." "What did they want with such a heavy engine in Peru?" said one of the listeners. "Why, you see," said he, "they're troubled so much with earthquakes tearing up the track there that they just bought her to hold them down."

The other engineers rose hastily to go out, and one of them was heard to mutter, as he stopped to light his pipe, "That George Dicks is a nickel-plated, good-draft, double-exhaust liar, I think."—*Dunkirk Journal*.

THE Danfort (Pa.) Locomotive Works have received from a large South American cotton factory an order amounting to \$90,000, and are employing a large force of workmen.

THE North Adams, Mass., Chinamen are going back to China. The dull times proved too much for them, and their employer, Sampson, has weakened very much in his opinion of the "Heathen Chinese" as a cheap toiler.

A THOUSAND dollar bond in 1863 cost the buyer four hundred dollars. He has been drawing out of the people every six months interest on six hundred dollars that the people never got. The people gave the buyer a thousand dollar bond for four hundred dollars in currency, and have been paying interest on the thousand dollars, and at the same time the bondholder, for his kindness in furnishing four hundred dollars, has been exempt from paying tax. Can a nation live that commits such crimes against labor?—*Industrial Advocate*.

THE Union Pacific Railway Company have obtained entire control of the coal interests along its line, which have been hitherto in the hands of a monopoly of the old directors of the road, known as the Wyoming Coal Company. The extravagant charges of that company made it a very oppressive monopoly, injurious to the railroad and the western interests in general. The organization of this monopoly was explained in the Credit Mobilier investigation, and its

abolition enabled the road to obtain its coal supplies at \$1.30 a ton, instead of being obliged to pay \$4. This change alone has been worth \$25,000 to the Government during the year in decreasing expenses, and thus increasing the net earnings. The total saving resulting in the breaking up of the monopoly is estimated at \$300,000.

A Locomotive Engineer's Epitaph.

A correspondent writes to the Alton (Ill.) *Telegraph* as follows:

"Rambling in the cemetery recently, I looked for a headstone, which I remembered several years ago, containing an epitaph so peculiar and original as not to be forgotten. Over a sunken grave leans an almost fallen slab, sacred to the memory of one whose life closed at twenty-eight years of age, evidently an engineer. The following is a copy:

"My engine is now cold and still,
No water does my boiler fill,
My coke affords its flames no more.
My days of usefulness are o'er;
My wheels deny their noted speed,
No more my guiding hand they heed;
My whistle—it has lost its tone,
Its shrill and thrilling sound is gone;
My valves are now thrown open wide,
My flanges all refuse to glide;
My clacks—alas! though once so strong,
Refuse their aid in the busy throng;
No more I feel each urging breath,
My steam is now condensed in death;
Life's railway o'er, each station past,
In death I'm stopped and rest at last.

"This epitaph was written by an engineer on the old Chicago & Mississippi Railroad, who was fatally injured by an accident on the road near what was then known as Prairie Station, now Nilwood. Two of the engines on the line at that time, Nos. 9 and 10, had six-foot drivers, and both these machines were notoriously unsteady on the road, and both left the track on several occasions. It was No. 9 which fatally injured the author of the above epitaph, and while he lay awaiting the death which he knew to be inevitable, he wrote the lines which are engraved on his tombstone."

Continuous Brakes in England

For several years past the attention of the railroad companies of England have been engaged in various ways in efforts to determine the best form of continuous brakes for use on their lines. Very elaborate and exhaustive experiments have been made with the different systems of such brakes, but nevertheless there seems to be but little agreement between them in the conclusions, or lack of conclusions, which they have reached, and this fact seems to be the great difficulty in the way of introducing any of the systems. For this reason the Board of Trade, which in that country exercises more or less supervision over the management of railroads, has addressed a circular to all the railroad companies, in which attention is called to the fact that the Board has been led to conclude that three-fourths of the accidents investigated by it could have been avoided, or "the results mitigated, if the passenger trains concerned had been provided with continuous brakes."

It is further said that the statements of the various companies, with reference to the different systems of continuous brakes, not only do not agree, but they are, to some extent, inconsistent with each other. The efficiency of the brakes, it is thought, will be much impaired if the brake fittings are not similar on the rolling stock of lines which are continuous, and which must, therefore, interchange cars. It is therefore intimated very plainly that if the different companies do not make some effort to agree upon some system, they "will call down upon themselves an interference which the Board of Trade desires to avoid."

The conditions which a continuous brake should fulfil are stated by the Board as follows:

"(a) The brakes to be efficient in stopping trains, instantaneous in their action, and capable of being applied without difficulty by engine-drivers or guards. (b) In case of accident, to be instantaneously self-acting. (c) The brakes to be put on and taken off, with facility, in the engine and every vehicle of a train. (d) The brakes to be regularly used

in daily working. (e) The materials to be of a durable character, so as to be easily maintained and kept in order."

A Tramp's Maxims.

In the hip pocket of an old vagrant pulled in by the police the other night, says the *Sunday Trojan*, was a memorandum book full of his own writing with a pencil, and some of his philosophy is good to be preserved. His first paragraph reads: "Drinking bad whisky because it is offered free is like getting in the way of bullets purchased by an enemy."

A second reads: "Honesty is the best policy, but some folks are satisfied with second best. It is hard to be honest with an empty stomach."

A third runs: "A dry plank under a rainbow shed, is better than a feather bed in jail, and one isn't annoyed by the jailer bringing in a square breakfast."

A fourth says: "Pay as you go. If you haven't anything to pay with, don't go. If you are forced to go, record every indebtedness and let your heirs settle the bills."

The fifth explains: "We should have charity for all. When the winter winds blow cold and drear, we vags should pity the poor fellows in India, who are having red-hot weather."

A sixth is recorded: "Politeness costs nothing; but it is not expected that you will wake a man up at midnight and ask his permission to go through his hen house. It is more courteous to let him enjoy his needed repose."

The seventh and last was noted down as follows: "When you pick up an apple core do not find fault with it because it is not the apple itself, but be satisfied with the grade of descent. Do not be ashamed of your occupation. We can not all be lords, nor can we all be vagrants. As I can not be lord I should not lament at being a vagrant. Be truthful and outspoken. That is, tell 'em that you are a Chicago fire sufferer. Keep reasonable hours, or some other vag will get your plank first. Be hopeful, cheerful and good natured. Growling won't cure a sore heel."

[For the B. of L. F. Magazine.]

BOB JONES, THE ENGINEER.

BY W. D. S.

Bob Jones, do you hear, was a brave engineer,
And an engine he knew how to handle;
In fact, knew his biz, and he just let her whiz
Down or up grade, on the Pan Handle;
His heart's greatest pride, was his engine
to ride,

With her throttle he loved to handle,
And let her buzz through the night, like
meteors' flight.

On the rails of the old Pan Handle.

His chums might be brimming, with love for
fair women,

And talk of their beauties so fine.

But Bob's head was wedded and deeply im-
bedded

In the heart of his old engine,
And all their talks, of women and walks,
Bob Jones put such stuff down as scandal;
For the love of a girl, couldn't equal a whirl,
On the rails of the old Pan Handle.

He would say to the boys, you all have your
joys—

Wives and children or girls to caress,
But all these treasures, are transient pleasures,
Too often alloid with distress;

For men and their wives, oft lead sorry lives,
And girls keep your lives in a tangle,
So I'll have none in mine, but the old engine,
On the rails of the old Pan Handle.

Your lovers may prize, the beautiful eyes,
That flashed on you many a time,
But what eye so bright, as the gleaming
head-light,

Through the gloom on the old engine,
As she glides swiftly along, with iron-clang
song,

And her track with bright sparks gaily
spangle;

Saying, "Who's got a bride, like the engine I
I ride,"

On the rails of the old Pan Handle.

"So, Boys, you may toast, to the one you love
most—

Your love—or whoever it may be—
And drink to her health, her beauty, or
wealth,

From now to eternity,
But of my love I'll think, and to her will
drink,

For none but her can my heart entangle.
And we'll mingle our breath, if need be, in
death."

On the rails of the old Pan Handle.

One night, just in time, Bob drove on the line,
Like a rocket he sped through the gloom,
Turned a curve, and in sight, was another
head-light,

Just ahead on his vision did loom;
"Down brakes!" whistled first, then his en-
gine reversed,

For life, hard her speed tried to strangle,
While others did jump, Bob stood like a
trump,

At his post, on the old Pan Handle.

The space lessened fast, the crash came atlast,
Poor Bob bravely faced all the danger,
And worked till the last, till all hope was
past,

For his brave heart to fear was a stranger,
So with eye to the front, he met death's brunt,
For poor Bob it did frightfully mangle,
And thus Bob died, in the heart of his bride,
On the rails of the old Pan Handle.

MIAMI LODGE, No. 79.

[For the B. of L. F. Magazine.]

WASHINGTON.

BY J. A. YERKES, OF THE N. P. R. R.

America, thou hast a name,
More pure by far than gold,
Inscribed upon thy hearthstones,
Which never shall grow cold;
It wakes the sleeping brain,
It warms the chilling heart,
And from true sons of liberty,
It never can depart.

'Twas carried through our cruel war,
And gently lisped in peace;
'Tis sung among our nation's songs,
Which here shall never cease;
Let all the names of fame be brought,
Thine shall be fairest far—
A gift to our own free land,
To shine a guardian star.

A watchword for our minute-men,
'Twas heralded through the land,
Re-echoing in the forest glens,
A guide to Marion's band;
It's cut along the Hudson,
And in many a mountain gorge,
It crossed the ice at Trenton,
And prayed at Valley Forge.

The mother taught it to her child,
While kneeling at her side,
The father taught it to his son,
With a true freeman's pride;
Its gilt upon our banners,
Will shine in after years;
What magic in the name
To cause such hearty cheers.

It saved our land, it gave us peace,
It hurled all treason down,
It gave us all that we enjoy,
And then refused a crown;
Too great a man, too great an aim,
To don such shallow stuff,
For upon his head was Liberty,
And that was crown enough.

Then here is to our free land,
That land that gave us birth,
In traveling far in distant climes,
I've always found its worth;
Should fortune carry me far away,
As often it has done,
Oh, bring me back again to lay
In the land of Washington.

Editorial.

CONTRIBUTIONS. — *Readers of the Magazine will materially assist us in making our news accurate and complete, if they will send us early information of events that occur under their observation, relative to experiments in the construction of roads and machinery—especially the locomotive—suggestions as to improvements, &c.*

THE cigar-makers' strike in New York continues with unabated vigor. On Saturday, the 10th inst., 4,000 pounds of beef and 10,000 loaves of bread were given away, and, besides groceries, the daily expenditures average about \$900, and the receipts over \$1,000. About 1,600 families are receiving relief. The relief committee has been increased to thirty-five. A meeting was held in Harmonia Hall, Hoboken, at which speeches were made expressing sympathy with the strike. A large sum of money was raised on the spot, to be given to the strikers. Collections are to be made in Jersey City, West Hoboken and the neighborhood, for their relief.

Labor and Capital.

It is a scientific fact that labor is the only factor which creates value, and the same does not cease to be a fact because it is obstinately denied by those whose interest it is to do so. That the denial comes from the midst of those who do not live by the sweat of the brow, we hardly need mention. They claim two other factors, nature and capital. Now, it is clear that we can not work without the help of nature. This is evident, for without the air that I breathe, I can not move a finger. Capital, then, is nothing but labor, accumulated

labor. Suppose a flood would come and sweep away all the laborers, (or "noble sons of toil," as they call us with less wit than hate,) the capitalists would either have to work or die amidst their gold. But, take the other side, suppose the flood would sweep away all the capitalists and allow the laborers to remain, without factories, without machines, in short, without capital; what would be the consequence? The working-men would make tools, build houses, plow the ground, and, perhaps in a few years, they would produce the capital which had been lost by the flood.

How They Manage Those Things in Holland.

The Department of State has received an interesting report on the social and political condition of the Dutch, from Minister of the United States to the Hague. As an illustration and carefulness of the Dutch, the Minister says there has not been a bank failure in Holland during the last forty years, and that the paper money of the banks during that time has been equal to gold. In regard to fire insurance, there is no such a thing as a failure on record, and while the rate of insurance does not average more than half of one per cent., the companies are in the most flourishing condition, realizing 12 to 16 per cent. per annum. First-class travel is only one cent per mile, and yet the roads pay good dividends. Pilfering officials are scarcely ever heard of; when they shock the nation by turning up, they are very severely punished and forever disgraced. No free passes are printed, and the managers and directors have no power to pass anybody over the roads free; all must pay the public

rates. Dishonesty of any kind, or failure in business, means public dishonor, and utterly bars the dishonest from any future public confidence or toleration. Four millions of people live within an area of 20,000 square miles, a fact unprecedented in any other country, and all appear to be happy, prosperous and contented. The secret of this prosperity lies in the fact they all live within their income, and that industry and honesty are principles so firmly established that their violation is looked upon as an outrage on the national characteristics.

THE Brooks Locomotive Works, at Dunkirk, N. Y., have an order for narrow-gauge engines for the Olean, Bradford & Warren road.

THE National Tube Works, at McKeesport, Pa., are running night and day. Last week ninety car-loads of pipe were shipped.

THE railroad insurrection calls to mind an incident which is said to have occurred a year or two since in the Pennsylvania Legislature. During the entire session Tom Scott, the Pennsylvania railroad king, had been present, aiding by his mighty influence the passage of laws favorable to railroad interests. The Legislature was about ready to adjourn, when a member moved that "if there is no more business to be brought before this body we do now adjourn." A country member arose and moved to amend, saying, "If Tom Scott has no more business to be brought before this body we do now adjourn." Tom Scott will probably have plenty of business to bring before the next Pennsylvania Legislature.

A Few Definitions.

RAILROAD PRESIDENT.—A very able gentleman that rides in Pullman palace cars on excursions with capitalists, that tells Congressmen what laws to pass, that declares war against other railroad presidents, that spends millions in carrying on such wars, and then makes the employes pay the cost of the fight.

CAPITALIST.—Another gentleman like the first, with vastly more cunning, an inordinate passion for wealth, destitute of any "grain of mercy" for the poor. Educated to live for selfish aggrandizement. One who believes that property is more sacred than life, that the great end of existence is to get rich and keep rich. One who flatly contradicts Jesus Christ by believing that rich men can get to heaven, and at the same time ignores his teaching in all his monetary transactions with his fellows.

BRAKEMAN.—A live, active man, doing very responsible work, who deserves the best of treatment from his employers, but receives the worst, and when he dares to grumble and strike, is met by the military of the capitalist, threatened with death or imprisonment, and told if he will not work and starve, he can starve without work.

MECHANIC.—A man whose brain and hands have been thoroughly educated to transform all the natural products of the world into objects of service and ornament for the use and benefit of the whole human race. One who ought to be cared for, well fed and housed himself and family, but is worked too long, paid too little, ruled like a slave, and left to die in the poor house at last.

BRAKEMAN.—A fellow hired to care for the lives of tens of thousands of people at starvation wages.

MECHANIC.—A fellow that works in machine shops and factories, employed to squeeze the most work out for the least pay.

What the Great Corporations Demand.

Col. Thomas A. Scott has spoken through the present number of the *North American Review* in behalf of the class interest of great railroad corporations, of which he may be regarded as a fit representative. After reciting the events connected with the recent strikes, and coloring them to suit his necessity, without any investigation of the causes that led to the strikes, he boldly outlines a plan to prevent their recurrence, and to suppress summarily the first sign of discontent on the part of suffering labor.

His project is to disregard Constitutional processes because they are slow, to supersede State authority, to create a strong central power at Washington, and, necessarily, in order to support its decrees, to maintain a large standing army in time of peace, whose chief duty it should be to protect railroad companies against a revolt of their employes for any cause whatever. Stripped of their fine phrases, this is substantially the proposition which Col. Scott elaborates and coolly urges as a remedy for the alleged grievances of overgrown and arrogant corporations.

The effrontery of a scheme for virtually turning the Government over to a railroad monopoly, and running it in that interest alone, does not seem to occur to this agent of incorporated capital and well-watered stocks. Accustomed to enforce de-

mands by the abuse of purchased power, and to procure local legislation by means that are well understood, he seems to suppose that Congress may also be easily captured to do the bidding of a formidable combination, which, in its grasping ambition, seeks to seize the machinery of Government, and to employ it as a personal property.

Though these roads are chartered by the States and controlled by their laws, Col. Scott thinks, since they have grown into great proportions, the local authority is insufficient to guarantee them against harm in times of starvation wages, and, therefore, they ought to have paternal care at Washington. Hear him on this point:

"The authority of the United States now potent to protect commerce moving on the waters, should be equally potent when the same commerce is exposed to greater peril on the land. This brings us, then, to the greater practical question, in what shape can this protection be put so as to be extended most efficiently and with the least delay? The present regulations all favor, unintentionally, the rioters and the mob. In the first place, the mayor of a city must exhaust his power, the sheriff of a county must essay his strength; then while precious time is expending—for a mob constantly attracts dangerous elements and grows with immunity and success—the Governor of the State must be called upon by the sheriff of a county. If the State happens to have an effective military organization, which at the present time is the case in perhaps not more than five out of the thirty-seven States of the Union, the Governor can call out the military forces and suppress the riot. If the State has no such military organization, or if the military forces of the State prove inadequate to the emergency, the Governor is paralyzed and must call upon the United States for assistance. If the authorities of any State should, for any cause, fail or refuse to call upon the United States Government, what possible remedy, or protec-

tion is left to life or property within the limits of that commonwealth?"

What Col. Scott and the railroad kings want is that the Federal power should stand guard over this special property of theirs, treat it as an exception to all other interests, and furnish troops to be ready on instant call to shoot down strikers, driven to desperation at the sight of starving wives and children, whom they can not feed and clothe with wages cut down to a pittance, in the interest of big dividends.

The protection for life and property on which every community relies, through a just, and, if necessary, a stern administration, is not good enough for these huge corporations. They demand more than that, and Col. Scott, in their behalf, is not at all backward in defining what is required. Here it is in his own words:

"The able lawyers of the Senate and House will perhaps frame a law which will give to the owners of every highway carrying inter-State commerce, whether by land or water, or carrying the United States mails, or other Government property, the right to appear by petition properly verified before the tribunals of the United States, in order to show that the movement of such traffic has been interfered with by unlawful combinations, by threats or by violence, and which upon such showing will give the tribunals the right, when necessary, to call upon the United States in the form now authorized by law to enforce their process by arresting the rioters and the suppression of all such unlawful combinations. The magnitude of the evil to be met and dealt with can hardly be overstated. The remedy to be provided should be equally prompt and effective."

The corporations would make the "petition properly verified" for their own benefit, and then the process would issue for troops to suppress what they would call "unlawful combinations!" This would be a convenient arrangement for Scott,

Garrett, Vanderbilt and the other magnates, who would demand an army whenever they were "intimidated."

It seems monstrous that any sane man should dare, in cold blood, to propose a scheme like this, which is nothing less than a radical revolution of our whole republican system of government. It only shows to what a pass we have come, through military rule in civil affairs, and the corruption bred by corporate power and wealth.

But we thank Col. Scott for his candor in exhibiting the demands of the railroad corporations. In five years Congress voted away by jobbery over two hundred millions of acres of the best public lands to railroads, to say nothing of one hundred millions of money in bonds and accumulated interest. Rings in the Senate and House levied toll on every bill they passed, and Credit Mobilier companies did the rest. That day has passed, and when Scott and his associates appear before Congress with their bills and jobs, they will find a public opinion roused which even the venal traders of both parties will hardly be willing to confront.

ACCORDING to a report of the Central Pacific Railroad of California, the gross earnings in 1876 were \$18,146,944, and operating expenses, \$8,732,074, showing net earnings of \$9,414,869. In 1868 the net earnings were \$1,468,850, or but a little more than a seventh as much; and now the receipts are constantly growing larger. It looks as though it was in a condition to be called upon to make provisions for paying the \$25,885,000 granted by the Government, and the 12,000,000 of interest that has accrued.

AMONG the attendants of the Brotherhood of Locomotive Engineers' Convention, recently, were Grand Master Alley, and Grand Secretary Sayre, looking after the interests of the B. of L. F. While East they visited many Subordinate Lodges, which they report as prosperous.

Devoted to Charity.

With the present number closes Volume 1 of the MAGAZINE, and we thank our many subscribers for their support during the past year, hoping they will renew their subscriptions. We shall, during the coming year, make our little book more interesting than ever, and hope by so doing to have each member of the Brotherhood take an active interest in getting subscribers.

The book will be published by the Brotherhood hereafter, instead of by I. J. Bennett, and the *entire net proceeds will be devoted to charity*. The services of Mr. Bennett have been retained as Assistant to our Grand Secretary, and will, as heretofore, attend to matters pertaining to the MAGAZINE. We hope by so doing to raise our Benevolent Fund up so as to be able to relieve the wants of those who are sick and disabled. It is next to impossible for a fireman to lay by a "little for a rainy day," and when disabled by accident, or sickness overtakes them, they must be cared for by their Brothers. Here is just where the Brotherhood of Locomotive Firemen has made itself famous. It is continually providing for its members who are needy, and by so doing carries out the first principle of their motto—Benevolence.

While we have been unusually prosperous as a Society during the past year, we had many disabled Brothers to look after, and we hope

by thus devoting the proceeds of the MAGAZINE to benevolence, we shall receive the hearty support of everybody. All money for subscriptions will be forwarded to Wm. N. Sayre, Indianapolis, Ind.

THE Rue Manufacturing Company, of 523 Cherry street, Philadelphia, Pa., is one of the most manufacturing firms in the country, which, of course, is the result of the good work that leaves their establishment. The Rue Injector manufactured by them has become very popular among enginemen, and is used on nearly every road from New York to San Francisco. They offer to let their Injector be put on trial for sixty days before purchasing, which is a guarantee that it is one of the best in use. It is guaranteed to out-work and out-run any other, and gives less trouble.

Now is the time to commence your subscription to the MAGAZINE—with No. 1, Volume 2, and you can have them bound at the end of the year.

WE should like to have a renewal of the "Queries" that some time ago appeared in the MAGAZINE. Much valuable information is derived in this way.

BUSINESS has been good with all the roads throughout the country the past season, yet we do not hear of a raise in pay that was promised "when business got better."

THOSE indebted for the MAGAZINE will confer a favor by forwarding the money without delay. Agents who have collected money for subscriptions and failed to report same as yet, will do so at once, as a list of those in arrears will soon be sent to the Grand office for collection.

Correspondence.

From Louisville.

LOUISVILLE, KY., October 1, 1877.

*To the Officers and Members of the
Brotherhood of Locomotive Firemen:*

This being the opening of the fifth year of our flourishing and increasing Order, I seek this opportunity of addressing you, that we may more thoroughly understand the aims, purposes and plans of our organization for the future.

We now stand on the brink of a yawning abyss—one step may bring us to peace, prosperity and a magnificent future; or that step may plunge all into despair.

Four years ago we lay before the public as what, a miserable, cringing, grease-besmeared, sooty-faced minions. To-day, wherever our Order exists, we stand shoulder to shoulder with the enlightened public as men, respected, alike with merchant, banker, millionaire; with a standing and position in society second to none. What has effected this wonderful change? I will tell you: Organization. What is organization but the connection of parts in and for a whole, so that each part is, at once, ends and means? It is a banding together of men, with rules and regulations to govern them intelligently, that they may effect a purpose. Why, the world is an organized body, almost; then why should not all labor be organized, and we above all others, on account of our peculiarly dangerous occupation should be combined for the welfare and mutual protection of our families; for the protection of our interests, mentally, morally and socially, and particularly financially.

Why, we find to-day, all classes of professions, trades and manufacturers organized, to advance and protect their special interests, and have periodicals, papers, journals, etc., to enlighten themselves as to their respective occupations, and to enlarge their sphere of action. We find the political bodies organized, and last but not least, we find railroad companies, mining companies, fast freight lines, etc., combined to put up rates of fare, coal, freight and other goods, and to reduce wages, and build up a reputation as "economical management." Is not this done before your eyes? Why, the union principle is the very foundation of our nation, our business, our social life and our professions. Do not these different "combinations" meet in solemn conclave in their private offices, and amid the din and smoke of popping corks and fragrant Havanas, plunge into the ranks of what? The poor miserable consumer and employe; and they slash unmercifully, without thought of consequence, spreading devastation with every wave of their powerful weapon—money—coupled with the greater power known as combination. It is true we can not command the money, but we can combine, and that is the greater power; and through its medium we can command the money.

Combined effort, that is the word. United we stand, divided—what? Wake up from your past Rip Van Winkle sleep! Why, have we not just had an appalling example of this wondrous power? Was not the whole nation moved to the very core by the late convulsions of this smothered dissatisfaction, brought on by this same merciless combination of unscrupulous men, who never looked to your interests for a moment, but

only to their own aggrandizement? Then why not awake and look to your own interests? For in this cold, uncharitable world none will for you. I just referred to the late effort of railroad men. They were taken advantage of by this riotous communist character for the purpose of plunder, and this same body of men were not organized at all, and it only shows the more forcibly the power of a perfect organization, which has a recognized body of officers to transact their business, and to arbitrate in their behalf. Then all this violence, bloodshed and destruction of property would have been avoided, for they would have had cool, unprejudiced heads to hold down this insane, riotous element that is always ready to rise to the top in times of excitement and commits very foolish acts, for the very reason that they have no organization nor plan of action. It was a lesson, it bore its fruits; it has brought this case before the Congress of the United States, and it is possible that there will be legislation in our behalf, as well as in behalf of the money power. It is an old, but nevertheless true, saying, "It is an ill wind that blows nobody good." It is also true a very costly lesson, and our rulers and legislators have had brought to their notice very forcibly that "the laborer is worthy of his hire," and that some of this legislation that we send them there to enact must benefit us as well as these soulless corporations. Had there been a just and equitable legislation in their behalf there would have been no cause for a strike, but when they stand year after year and see no laws enacted that relieve their wants, but such as are controlled by money, and that money part of the

employes' wages, then they see the necessity of some combined effort to stop this incessant grinding of themselves and families. And now the mechanic and laborer is blamed and even discharged for adopting the same policy to protect his interests, that these same officers have had in practice for years. We alone must take no steps to guard against the natural antagonism of the capitalist and employer. Why, the idea is absurd; and any fair-minded man must admit that the past and present troubles were brought on mainly by the pressure of combined capital against the working classes, and the natural and lawful result must be for them to form combinations to resist the pressure. This is not communism, it is the first law of nature, self-defense.

But we will lay these truths aside, and devote our time to the fundamental principles of our Order, which are Benevolence and Charity, and are the true motives and intentions of railroad men. The compensation of this class of men was found inadequate to support our families and lay aside anything for future use in case of the death of their only support; and it has been the constant study of our law-makers how to increase our benefits without increasing the cost of expenses materially. We have finally determined on embodying the insurance in our constitution and by-laws, and have no assessments, but derive the benefits of insurance from the Subordinate Lodge treasury, or, in other words, assess the sub-treasury instead of the members, and then only for the sum of twenty-five cents per head in case of a death for every member in the Lodge, which shall be forwarded to the Grand Lodge, and sent to the

Lodge to which deceased belonged, to be paid by them to his heirs or holder of the policy; so that by this method every member of the Order is insured as soon as he takes his full degree of membership. Then we have a law by which a Brother when sick receives the sum of \$5 per week during the continuance of such sickness, with plenty of assistance and good nurses; and in case of death, and having no relatives, we give him a Christian and decent burial. We do not allow worthy Brothers when sick or out of position to become in arrears for dues, nor to suffer in any way, and when he comes to a strange place seeking employment, our home is his, and he finds a host of friends at every turn. We all know that a railroad position is but a temporary one, and you are liable to be dismissed without an explanation, and many of you will bear me witness, that no excuse was taken or given for the dismissal. Then should he be so fortunate as to wear the little gold "B.," he will find Brothers willing and ever ready to relieve his distress. That is what engenders this brotherly feeling that exists among us in so marked a degree. We seek to elevate the fireman through the influence of brotherly intercourse to a respectable position in society, and to educate him morally, mentally and socially. To accomplish this we claim to have an interest in his every-day actions, and caution him against committing any act that would be discreditable to him, for his course as an individual directly favors or disgraces us as an association. He is cautioned to shun the drunkard's path, and we permit none such to remain among us, for they are dangerous associates, especially in our

peculiar occupation as enginemen. He must be a man of honor or principle, and pay his just debts, for there is a class of men who "never miss a meal nor pay a cent," and there is nothing equal to an organization to find this class of men out, and it is such men as this that have dishonored the name of railroad men, for, as a class, they are as generous and brave hearted men as there are on the globe; knowing no fear, and sharing the last dime with the needy. And I claim that these associations of railroad men with these aims are beneficial to both officers and the public. But the aims and purposes of this Brotherhood of Locomotive Firemen seems to be misunderstood by some, for they have been told that they could not belong to the Brotherhood and retain their places on certain roads. Why this discrimination? Why do they not dictate to what church they shall belong? or that they must leave the Masons, or the Odd Fellows, or the Knights of Honor, or any of these orders: have any of them any better aims than the Brotherhood? Will any of these officers, who are only servants themselves, undertake the task to give us the same benefits that we derive from the "B?" If so, let him step forth, and his fame will be great, and he will be adored by the railroad men of this nation. But no, there is some selfish motive for this, and it makes the name of the author of the order despised by all classes of reasonable and unprejudiced persons. Free country! Free people, etc. Why, if you treat men like men, there would be no trouble between employe and employer. Encourage your men, and let them know that their efforts are appreciated, and that the office door is

open and a chair at their disposal for a few minutes, and a willing ear to hear their grievances, and I can assure you that there will not be any trouble among the men but what can be adjusted by gentlemanly arbitration; but when men know that the office door is closed to them, and that their position will be sacrificed should they whisper a word of their trouble, and they generally go off behind tanks, or in bar-rooms, discuss their troubles, indulging in real or fancied wrongs, without the other side being heard, until they resolve on something to assist them to right their wrongs, and probably causing great trouble and delay. All this can be avoided by a little common courtesy shown the men. We have no secrets, only such as to prevent fraud and the slighting of a worthy Brother, for we depend one upon another in this world, we do not live for ourselves alone, and what a happy result, whereby united action, brotherly love, we live a life of contentment, practicing the high principles of our Order, as our motto indicates, Benevolence, Sobriety and Industry.

Brothers, try by example to introduce good morals among the members, for there is nothing which adds so much to the beauty and power of man as a good moral character. It is his wealth, his influence, his life. It dignifies him in every station, exalts him in every condition, and glorifies him at every period of life. Such a character is more to be desired than everything on earth. It makes a man free and independent. No servile, no treacherous honor seeker ever bore such a character—the pure joys, truth and righteousness never spring in such a person. If young men only knew how much

a good character dignifies and exalts them, how glorious it would make their prospects even in this life; never should we find them yielding to the groveling and base-born purposes of human nature. Then let your meetings be conducted in such a manner that you will all feel that you are carrying out the high principles of this Order, that is, to elevate the firemen to the dignity and standing of good and intelligent men, worthy of the name of Brother, a man among men, such as your officers will look upon and respect, as good and skilled workmen, to be trusted with any important mission, and when a grievance arises you will be received cordially, and a fair and just arbitration can always settle any trouble, for the officers will feel that they are dealing with intelligent and reliable men that can be depended upon in any emergency, and will feel that their interests are at stake to lose your assistance as an employee. Maintain your character, and you have won a great victory, and I can assure you that your future is full of sunshine and hope, and such a course on the part of the members will make your Order recognized as a beneficial and necessary institution. We must look to our own interests, as firemen, for none have done so for us. This we can not do without organization. With a good class of officers with ability, energy and moral courage, to represent our interest and to see that all business of the Order is conducted properly, and an honest and impartial hearing is given to all grievances, to see that the evil-minded and bad element is cast out, and the good material retained, then you will receive the cordial support of both the public and the railroad officials

and even those who have been prejudiced against anything connected with the name of Brotherhood. I wonder if some have not seen or heard the name before.

I congratulate you on your judgment displayed during the late trouble in abiding by the decision of your Grand Grievance Committee, in not participating in any of the acts of violence, which was the result of disorganized and excited men. You stand to-day a shining example of the benefits of the Brotherhood, for upon the decision of the Grand Grievance Committee road after road went quietly about their work, and thus gained a victory that is a credit to them, for they have maintained their integrity and good name, and I hope the officers who read this will just stick a pin here, and when this illy paid class of men lay their grievances before them and ask for a fair and just decision at their hand, give them satisfaction. Rats sometimes bite when stepped upon, but it is a desperate case. Nothing makes men perform their duties so promptly and contentedly as a feeling that their efforts are appreciated by their officers, and when dissatisfied that they can find the office door open to them, a chair at their disposal, and a few minutes of time to explain themselves, but when they find the door closed in their faces, the meet secretly behind engine tanks and in bar-rooms and discuss but one side of the grievance, and frequently indulge in real or faucied wrongs until they become unmanageable and cause delay and trouble all around.

Having consumed too much of your valuable space, I submit this to your consideration, hoping you will be generous in your criticisms, as I

am only a fireman, but hold my head up like a man.

Yours in B. S. and I.,
F. B. ALLEY.

From Philadelphia.

PHILADELPHIA, PA., September 10, 1877;
Editors of B. of L. F. Magazine:

As you have not had a letter from Enterprise Lodge since we organized, I presume you think we either have no paper to write on, or else we can not write. We are not like the man with the iron jaw of the *Sunday Times*, who has nothing to do but travel the streets of Philadelphia, for we have 109 miles to fire six days in a week, at \$1.75 per day. Now, Mr. Editor, I am going to tell you about the boys on the Philadelphia Railroad:

First there is Brother Goundie, who fires the "63,"

Who is as fine a fireman as one would wish to see;

Then there is Brother Barber who fires the "525,"

Although he wears striped stockings he is truly alive;

And there is Brother Bosler who runs the "836,"

Although he was a hostler he has quit all those tricks;

There is Brother Austin who fires the "486,"

Who is tall and slender like a big pine stick

There is Brother Christian who fires the "721,"

Who as a fireman can not be beat by any one;

And there's Brother Trainor who fires the "147,"

That pulls the peach trains up and down the level;

And last of all but not least, Brother Fry on the "57."

If he doesn't mend his ways he'll never get to heaven.

What is the difference between the Philadelphia Division and a school-boy? The former works up hill to ride down, and the latter rides down to walk up.

The oldest engineer on the Philadelphia Division is Jonas Wiggins,

who runs engine No. 312, he has been running since 1849. Hoping that you may hear from other Brothers of Enterprise Lodge.

I remain yours,

* * *

From Minnesota.

AUSTIN, MINN., August 19, 1877.

Editors of B. of L. F. Magazine:

As there is very little communicated to our valuable MAGAZINE from this locality, I thought I would try my hand and head this trip with a few words for the Brothers' consideration, if you think it worthy of publication, if not, lay it under the table and nobody but yourself and the writer will be the wiser of its ever being written. In the first place, I wish to refer to the article in No. 9 of the MAGAZINE, asking for a committee from the L. F. U. to meet or communicate with our Convention at Indianapolis, to adopt some plan or proceed with some measures that will bring about a consolidation of the two Orders now in existence, known as the Locomotive Firemen's Union and the Brotherhood of Locomotive Firemen, which we all know should not be thus. We are all working to accomplish the same end—to elevate the standing and character of the locomotive firemen of this country, and we all know that if we are one body and all working together we are more sure of success than divided and in two separate organizations as at present; therefore, let both the Union and the Brotherhood adopt measures to consolidate, and all work under one constitution for the same good cause, for the great good we have done in the last few years for the locomotive fireman can not

be denied. Our good work has met with the hearty approval of all railroad officials, and the employes, and the public in general, and we have the support and esteem of our right-hand brothers, the locomotive engineers, for our moral influence and charitable purposes. It can not be denied that the locomotive firemen of to-day, that is, the majority of them, are morally a better class of men than the firemen a few years ago, and if we have improved in character we certainly have in ability to perform our work and everyday calling in life as men. The locomotive engineers give us their support, knowing that when we are called on to assume charge of the locomotive engine and to the very responsible position of engineer we will be a credit to the profession, and elicit their heartiest approval and support in all the trials that a newly promoted engineer is subject to. Any one can not help but note the good change it has made in the firemen of the North Star State since its organization here, and still the good work goes on. We have joined hearts in this good work, and intend to carry it through strictly to the letter of the constitution. We are increasing in membership every day, and the few who were afraid of our stringent rules, as they called them at first, are dropping one by one those habits that to no man are any good but great evil, and joining us and sustaining the right and true motto of our Order.

With my well wishes for all, and hoping what I have referred to above will be duly considered by all the Brothers,

I am fraternally yours, etc.,

A. C. I. D.,

North Star, No. 39.

[Written for the B. of L. F. Magazine.]

THE A. & G. W. R. R.

BY SLASHBAR.

The A. & G. W., you know, boys,
Is on the broad-gauge route,
The gauge, I think, it is six feet,
Or somewhere there about.

Upon this broad-gauge road, boys,
Four kinds of engines run,
The Jersey, Danforth and Cook,
The Rogers, Smith and Jackson.

But of all the engines here, boys,
The Jerseys are the best,
The oldest men take them to run,
In preference of the rest.

The first engine on the roll here,
Is the little number three,
She is run by George R. Tice,
And fired by Cobb, K. D.

Then there is the number four,
That runs on the Franklin Branch,
She is the neatest little engine,
That comes into this ranche.

Then there is the number thirteen,
That is run by Charley Howe,
He used to run the thirty-six,
But Joe Mitchell runs her now.

Then there is our friend H. D. Brown,
That throttles the hundred and seven;
But if two noble boys you wish to see,
Get upon the one hundred and eleven.

Hello, here comes the forty-six,
And the engineer is D. B. Potter,
He courted a girl once three or four years,
And then he didn't got her.

And yet there is old John Rising,
A great deal of this country he has seen,
He gave up the forty-five,
To take the hundred and thirteen.

Gus Ballard drives the ninety-six,
And Fred Hornstein is his mate,
They never get over the road on time,
But are always sure to be late.

Then there is lazy Dan,
That propels the forty-nine;
And our Financial Secretary,
Is the boy that makes her shine.

And there is sleepy Newbery,
Go to him for all the news,
He runs engine hundred and twenty,
And she has in her steel flues.

Now, I'll tell you what it is, boys,
I'm not half done with my rhyme,
But I'm going to stop right here,
And give you the rest next time.

[TO BE CONTINUED.]

A LAY OF THE OLD "69."

I'll sing you a song, if you'll have patience,
Of the merriest crew on American soil;
They run a stone train from Mt. P. to D. station
Under the orders of one Andy Boyle.
Their business, you know, is to deliver at culverts
Stone taken out in the Mt. Pleasant pit;
'Twould surprise you to see when they get
fairly started,
How they make the old "69" get up and git.

The first on the docket is Engineer Potter,
As jolly a coon as there is on the line,
He handles the lever and opens the throttle
And makes lively times with the old "69."
He's always on hand like a ring on your finger,
Ready for business and always on time;
He's proud of his engine as any man could be,
And sure she deserves it, the old "69."

The next I would mention is Freman Ingersoll,
The coal-pick and shovel are the delight of
his soul,
On deck you will find him ready and willing,
To keep a hot boiler by shoveling in coal.
He sits on the box with his head out of the
window,
Looking out for danger and signals behind—
You may travel from New York to 'Frisco,
A merrier fireman you never can find.

Now I'll try to describe Conductor Hawkins,
He stands five foot nine, hair black as jet;
He wears a mustache and a little chin whisker
And he is a good one—now you can just bet.
He broke for a while on the Western division,
For thirty or forty-five dollars a month,
But wasn't long working till he was promoted,
And now as a conductor ranks in the front.

And now to our notice comes head Brakeman
Jennings,
A kind of song and dance man of our crew;
If you want a good song he can sing it—
And give you a tune on the tenor-drum, too.
But when it comes down to do work in a hurry,
A daisier brakeman you'll never find;
And if you depend on him to do switching,
You need never fear you'll come in behind.

And last, but not least, of these jolly good
fellows
Is Beckwith, who winds up the business be-
hind;
He runs on specials sometimes with his uncle,
He's a brakeman and special conductor
combined.
He's true to his post in the company's interest
By doing his work in good shape and time;
A helper to make up that promptness of action
That prevails in the crew of the old "69."

Now take them together as one combination—
I challenge the world to produce such a
crew;
I'm sure you can't find it in this Yankee
nation—
It will never be found on the C. B. & Q.
But when life is ended and heaven is open
To receive the Lord's chosen, although they
are few,
I hope there we'll find the old stone train and
engine,
With engineer, fireman, conductor and
crew.

—J. W., JR.

LOCOMOTIVE FIREMEN'S

Monthly Magazine.

DAYTON, O., NOVEMBER, 1877.

Important Notices.

New style of Traveling Cards having been introduced, the old ones will be destroyed by Subordinate Lodges. Brothers visiting Lodges and in need of assistance must have a Visiting Card in connection with Traveling Card.

Grand Lodge Deputies will proceed to investigate the condition of their Lodges, and know that reports are forwarded at the proper time, as per constitution.

The new works have, with the Q. P. and S. A. W., been sent to all Lodges. Any Lodge failing to receive the same will report to G. S. & T. immediately.

The first quarterley report *must* be forwarded to Grand Office by December 20, 1877. No excuse can possibly be taken. By order

GRAND LODGE.

We desire to return our thanks to Mr. and Mrs. E. W. Davis, of Jersey City, N. J., for many acts of kindness shown us while on our Eastern tour.

BROTHER ANDY CATEN, of No. 70, is visiting the Eastern States. We sympathize with Brother Caten and family in the loss sustained at Brooklyn.

BROTHER S. M. STEVENS, Grand Deputy, is working quite faithfully in the New England States, and speaks very favorable of the future in his jurisdiction. Work on, Sam, you know how.

To Magazine Agents.

All persons desiring to commence with Volume 2, No. 1, will forward list of subscribers by December 10th. The works will be issued, commencing with Volume 2, No. 2, the 26th of each month, and any delays must be reported to me immediately.

W. N. SAYRE, Editor.

BROTHER CHAS. BENNETT, of No. 5, has been up in the Dominion for a short time. He reports everything O. K.

ALL monies to G. S. & T. must be forwarded by postoffice order—the only safe and in fact the cheapest way.

WE are under many obligations to Brother G. H. Drake, of No. 57, for courtesies shown us while in the Hub.

DOMINION LODGE, No. 67, has a beautiful hall, and they have good reasons to be proud of their Lodge room and its members.

BROTHER GEO. MATTHEWS, of No. 22, called on us a short time ago, and were pleased to know that Brother Matthews has been running. Hope he will enjoy all the comforts of the position.

Thanks.

A vote of thanks is herewith tendered the committee of firemen who acted as committeemen October 17 and 18, 1877.

GRAND GRIEVANCE COM.

A vote of thanks is herewith tendered Brother Swartz, of Scranton Lodge, No. 7, for valuable services rendered Lodge No. 62, at the Fourth Annual Convention, as representative for Vanbergen Lodge.

VANBERGEN LODGE.

WE are pleased to know that O. W. Cutler, of No. 25, has succeeded in his undertaking. Wish you well.

BROTHER ZACH ROSS has returned from his Eastern tour, and reports every Lodge as working finely in New England.

"FIREMAN," CHICAGO.—Yes, sir; "M. M." resides in Chicago, but can not give the name. The other party, we believe, resides in Bloomington, Illinois.

BROTHER WILL GOULD, of No. 35, is immense on one of the the health testers; he pulled down 160 pounds, and was ready to let go but did not on account of the electricity. Brother Geo. Granville, of No. 25, done his best, but 60 pounds was all he could bring down and hold on, yet George made it satisfactory to the party.

Balls and Concerts.

Blooming Lodge, No. 40, gives a grand ball November 22d. A good time is expected. Accept thanks for invitation.

Central Lodge, No. 22, gave their Third Annual Ball October 4, 1877. The room was well filled with the beauty and fashion of the city, and a good time followed.

Huron Lodge, No. 69, gave their first ball October 12, 1877, and we are informed it was a grand affair. Glad to hear it, Brothers.

Philadelphia Lodges loom up immense after the presentation; they follow with a grand concert for Thanksgiving Eve. We wish you well, Brothers, and big receipts, as you are deserving.

WE are compelled to record the death of Brother Geo. Bartol, of United Lodge, No. 60, of Philadelphia. Notices of this, our first

death, was forwarded to all Lodges November 9, 1877, and the returns are due December 10th. This form of insurance fund will brook of no delay whatever. All secretaries will be prompt in collecting and remitting fund. Contrary to the expectations of many we find we have had but one death in three months, and trust we will continue on in a like manner. The Brothers of Nos. 60, 72, and 75 speak in the highest terms of our late Brother, both as a member of the Order and a father.

WE fully agree with "A. C. I. D.," whose communication appears in this number, as to the necessity of consolidating the two Orders, yet we can not compel them too. We have offered to *give* to all Lodges of the Union now in running order all the necessary workings, charters, etc., if they will become of us. This is all we can do.

A COLLISION occurred between two passenger engines at Colliers Station, on the Albany & Susquehannah Railroad, October 24th, whereby the engine of the eastward bound train was thrown from a trestle a distance of fifteen feet, striking bottom side up, and was completely destroyed. The other engine was thrown from the track and considerably damaged. The accident was caused by a brakeman on the eastward bound train who neglected to properly adjust the air-brakes at the station, thereby destroying the use of the same. The engineer and fireman of the disabled train escaped by jumping, but the engineer on the westward bound train remained upon his engine and endeavored to back his train, and thus avoided what otherwise might have been a terrible accident. F. Robinson, the fireman, was severely bruised and cut.

WE regret to note the illness of Brother Andy Kirby, of No. 5. Although improving in health, he is yet unable to attend to his duties.

THE "Railroad Quartette," a singing club composed of railroad men from Pittsburg, have become quite popular, and are about to start out for a winter engagement.

ONE of the ablest labor organs published is the *Labor Tribune* of Pittsburg. It is ably edited and alive to the interests of workingmen.

Resolutions.

At a regular meeting of Challenge Lodge, No. 66, B. of L. F., held September 23d, the following resolution of thanks were adopted:

Resolved, That we tender a vote of thanks to Division No. 189, B. of L. E., for the interest taken in behalf of Challenge Lodge, No. 66, B. of L. F., and for many acts of kindness received, and their well wishes for our future prosperity.

Resolved, That a copy of these resolutions be presented to Division No. 189, B. of L. E., and published in the B. of F. MAGAZINE.

W. P. BATES,
W. W. SMITH,
J. Cox,
Committee.

At a meeting of Bay State Lodge, No. 73, held August 29th, the Lodge was made the recipient of a motto, which was handsomely framed, with the words,—

"HONESTY,
SOBRIETY,
INDUSTRY."

By Mrs. E. M. Bullard, wife of our Worthy Master, Brother Chas. E. Bullard.

Resolved, That we, as a Lodge, do return our sincere thanks to the wife of our Worthy Master for this appropriate gift.

Resolved, That we never forget the kind interest she has taken in our Order.

Resolved, That we recognize that honesty is the best policy, that we shall ever, one and all, be sober in our thoughts and actions, and industrious in our habits.

Resolved, That we present a copy of these resolutions to the wife of our Worthy Master, and that they be printed in the B. of L. F. MAGAZINE.

GEO. A. HEWITT,
THOS. E. KELTON,
MARSHALL COBB,
Committee.

The presentation was made in behalf of Mrs. Bullard by Brother Bullard, and was accepted in behalf of the Lodge by Brother Cobb, who replied in a neat speech.

—:o:—

At a regular meeting of Capitol Lodge No. 46, B. of L. F., held at their hall September 2d, 1877, the following resolutions were adopted:—

Resolved, That the thanks of Capitol Lodge, No. 46, are hereby tendered to the sister of our worthy Brother, Geo. S. Pletz, for the beautiful and appropriate motto, tastefully framed, containing the words,—

"IN GOD WE TRUST."

May the Brothers have Faith and great Hope for the future, and practice Charity towards all.

Resolved, That these tokens of regard have the effect to lessen our trials and make us feel that we are not alone in our efforts to relieve our Brothers and their families in distress, and that we will with renewed zeal endeavor to merit the same.

Resolved, That a copy of these resolutions be presented to Miss Laura Pletz, and published in the B. of L. F. MAGAZINE.

G. W. PARTINGTON,
H. C. BINGHAM,
A. D. HENSLEY,
Committee.

At a regular meeting of Triumphant Lodge, No. 47, B. of L. F., held September 10th, the following resolutions were unanimously adopted:

Resolved, That a vote of thanks be hereby tendered to Mr. I. I. DeLacy, C. E., of Division No. 10, B. of L. E., for gentlemanly treatment and beneficial information to Triumphant Lodge, No. 47, B. of L. F.

Resolved, That a copy of these resolutions be sent to Mr. I. I. DeLacy, and published in the B. of L. F. MAGAZINE.

P. D. FURLONG,
GEO. CHAMBERS,
JOHN COSTELLO,
Committee.

—: o :—

WHEREAS, We, the members of Tippecanoe Lodge, No. 36, B. of L. F., of Lafayette, Indiana, were pleasantly surprised on Sabbath afternoon, September 9th, at our regular meeting, by having presented to us by Brother Joe Rehm, in behalf of his dear sister, Miss Emma Rehm, the beautifully framed motto,—

"GOD IS LOVE."

Which was most thankfully received, and a vote of thanks tendered.

Resolved, That a vote of thanks be tendered Miss Emma Rehm, of Louisville, Ky., for the beautiful and artistic piece of workmanship, and may she as well as ourselves keep before the mind's eye ever the words contained in the motto ("God is Love").

Resolved, That a copy of these resolutions be presented to Miss Emma Rehm, and published in the Lafayette Journal and the B. of L. F. MAGAZINE.

JOHN H. BREWER,
JAMES D. WHITE,
HENRY C. Ward,
Committee.

—: o :—

At a regular meeting of Bay State Lodge, No. 73, held Sunday, August 25th, the following resolutions were passed:

Resolved, That we, the members of Bay State Lodge, No. 73, B. of L. F., extend our thanks to Brothers J. Shannan, C. Aldrich, H. Tubbs, F. Tubbs, E. Sparks, E. Spellman,

W. Killips, J. Matthews, T. O'Neil, and O. Winchester, and A. Tubbs, of the N. & W. R. R., for the noble manner in which they entertained the members of this Lodge with an excursion down the Thames River, on the 12th of August.

Resolved, That a vote of thanks be extended to the officers of the N. & W. R. R., for their kindness shown us upon the occasion.

Resolved, That a vote of thanks be extended to the landlord of the Uncas Hotel, of Norwich, and to his family, for kindness shown us; also,

Resolved, That a copy of these resolutions be sent to each of the above parties, and that they be published in the B. of L. F. MAGAZINE, and the daily papers of Norwich and Worcester.

GEO. HEWITT,
THOS. E. KELTON,
M. E. COBB,
Committee.

—: o :—

At a special meeting of Dominion Lodge, No. 67, B. of L. F., the following preamble and resolutions were adopted:

WHEREAS, The delegate representing this Lodge, while on his way to our Annual Convention, was the recipient of many courtesies from the Brothers of Lodges No. 69, of Fort Gratoit, and No. 18, of Fort Wayne; and,

WHEREAS, As such courtesies and gentlemanly conduct is well calculated to bind more firmly the bond of friendship and brotherly love existing between us as one of the staunchest and truest workingmen's benevolent orders on this broad continent; therefore, be it

Resolved, That the best thanks of this Lodge be due and are hereby tendered to the members of said Lodge, and that we fully appreciate the hospitality shown to our Brother, and that the courtesies and brotherly conduct towards him on that occasion will not be soon forgotten.

Resolved, That a copy of these resolutions be sent to the B. of L. F. MAGAZINE for publication.

WM. NEWLONE,
WM. PRENTER,
P. KENNEDY,
Committee.

Grand Lodge Officers.

B. ALLEY.....	Grand Master,
280 Wenzel street, Louisville, Ky.	
T. GOUNDIE.....	Vice Grand Master,
3405 Elm street, West Philadelphia, Pa.	
M. N. SAYRE.....	Grand Sec'y and Treas'r,
Indianapolis, Ind.	
JOHN SAVAGE.....	Grand Warden,
Boston, Mass.	
IAS. POPE.....	Grand Conductor,
Toronto, Ont.	
W. SWAN.....	Grand Inner Guard,
Buffalo, N. Y.	
M. COWLES.....	Grand Outer Guard,
Camden, N. J.	
V. DEBS.....	Grand Marshal,
Terre Haute, Ind.	
MARION BAERNHILLE.....	Grand Chaplain,
Indianapolis, Ind.	

Grievance Committee.

B. ALLEY, Chairman.....	Louisville, Ky.
T. GOUNDIE, Assistant Ch.....	Philadelphia, Pa.
M. N. SAYRE, Secretary.....	Indianapolis, Ind.
W. W. SMITH.....	Belleville, Ont.
W. CUTLER.....	Providence, R. I.
B. SWARTZ.....	Scranton, Pa.
J. JENKINSON.....	Galion, O.
O. O. SHANK.....	Albany, N. Y.
S. SNYDER.....	Fort Wayne, Ind.
J. W. PHILLIPSON.....	Marshal, Texas
S. F. BROWNE.....	Austin, Minn.
JOHN MIZE.....	Denver, Col.
JAMES MCNEAL.....	Philadelphia, Pa.
W. H. ACHET.....	Nashville, Tenn.
DEO. MCGARRAHAN.....	East St. Louis, Ill.

Grand Lodge Deputies.

F. CLARK.....	Jurisdiction No. 1,
Detroit, Mich.	
S. M. STEVENS.....	Jurisdiction No. 2,
Lowell, Mass.	
J. E. DUNAVON.....	Jurisdiction No. 3,
Hornellsville, N. Y.	
J. C. BARNARD.....	Jurisdiction No. 4,
Urbana, Ill.	
R. V. DODGE.....	Jurisdiction No. 5,
Chicago, Ill.	
J. R. GOHEEN.....	Jurisdiction No. 6,
Topeka, Kansas.	
WM. COYNE.....	Jurisdiction No. 7,
Little Rock, Arkansas.	

LODGE ADDRESSES.

Addresses are same as location of Lodges unless otherwise noted.

1. DEER PARK, at Port Jervis, N. Y. Meets every Monday evening at 7:30.	
I. B. Fisher.....	Master
Ed. Salley.....	Rec. Sec'y
L. D. Miller.....	Magazine Agent
2. ERIE, at Hornellsville, N. Y. Meets every Monday night in B. of L. F. Hall, on Main street.	
C. Hobart.....	Master
L. W. Graves.....	Rec. Sec'y
	Magazine Agent

3. JERSEY CITY, at Jersey City, N. J. Meets at Wagner's Hall, 490 Grove street, every Thursday at 7:30 p. m.

S. S. Clark (care 14 Erie street).....Master
Henry Jackson (care 14 Erie st.).....Rec. Sec'y
.....Magazine Agent

4. GREAT WESTERN, at Meadville, Pa. Meets 2d and 4th Sundays at 7:30, at M. and B. Hall, Water street.

W. H. Maxwell.....Master
J. F. Hoffman.....Rec. Sec'y
L. F. Williamson.....Magazine Agent

5. UNION, at Galion, Ohio. Meets every Wednesday evening, at 7:30 p. m.

A. Jenkinson.....Master
C. Bennett.....Rec. Sec'y
Chas. Bennett.....Magazine Agent

6. DAYTON, at Dayton, Ohio. Meets in B. of L. E. Hall, cor. Sixth and Ludlow streets, first Sunday of each month.

Frank States (19 Zeigler street).....Master
J. C. McCutcheon.....Rec. Sec'y
Chris. Sweetman.....Magazine Agent

7. SCRANTON, at Scranton, Pa. Meets in Red Men's Hall, every 2d and 4th Sunday of each month.

W. H. Whitmore.....Master
Thos. Roach (Lockbox 37).....Rec. Sec'y
.....Magazine Agent

8. JACKSON, at Seymour, Indiana. Meets every Sunday in B. of L. E. Hall, at 7:30 p. m.

T. F. Donovan.....Master
Frank Schooley.....Rec. Sec'y
Frank Schooley.....Magazine Agent

9. FRANKLIN, at Columbus, Ohio. Meets in B. of L. E. Hall, 1st and 2d Tuesday nights of each month.

F. J. Kistler (Fulcon Block).....Master
J. Q. Glenn, 78 Spruce st.....Rec. Sec'y
J. Q. Glenn, 78 Spruce st.....Magazine Agent

10. CLEVELAND, at Cleveland, Ohio. Meets every Sunday at 2 p. m., 2d and 4th Sundays of each month.

D. T. Henderson.....Master
A. C. Burke.....Rec. Sec'y

11. EXCELSIOR, at Phillipsburg, N. J. Meets in B. of L. E. Hall, at 2 p. m., 2d and 4th Sundays of each month.

J. S. Gorgas.....Master
L. D. Salisbury.....Rec. Sec'y
D. Gorgas.....Magazine Agent

12. BUFFALO, at Buffalo, N. Y. Meets every Wednesday evening at 7:30; hall, 253 Michigan st.

A. L. Jacobs.....Master
J. W. Aylesworth, 166 Jefferson st.....Rec. Sec'y
.....Magazine Agent

13. MISSISSIPPI VALLEY, at East St. Louis, Ills. Meets every Sunday at 2 p. m. in Brick Bank hall.

Geo. McGarrahan.....Master
J. M. Johnston.....Rec. Sec'y
Jas. H. Hunt.....Magazine Agent

14. EUREKA, at Indianapolis, Ind. Meets every Sunday at 1:30 p. m., in Aetna Building, Pennsylvania street.

Fred Crane.....Master
C. P. Bond (456 E. Michigan st.).....Rec. Sec'y
C. Duckwiler.....Magazine Agent
(E. Market st.)

15. PACIFIC, at St. Louis, Mo. Meets 2d and 4th Sundays; hall, Chateau avenue, near Summit Avenue.

J. J. Smith.....Master
J. F. Clough (3012 Sarah st.).....Rec. Sec'y
J. F. Clough.....Magazine Agent

16. VIGO, at Terre Haute, Ind. Meets every Wednesday at 7:30 p. m., in B. of L. E. Hall.
Wm. Brennan.....Master
E. V. Debbs (Box 1074).....Rec. Sec'y
J. Romans (Box 1074).....Magazine Agent
17. LEACH, at Mattoon, Ill. Meets every Saturday at 7:30 p. m., in B. of L. E. hall.
W. J. Nash.....Master
George Howell.....Rec. Sec'y
M. Morgan.....Magazine Agent
18. FRIENDSHIP, at Fort Wayne, Ind. Meets every Tuesday evening at 7:30, corner Calhoun and Highland streets.
J. R. Anderson.....Master
F. Snyder, 138 Force st.....Rec. Sec'y
Ferd. Snyder.....Magazine Agent
19. HOPE, at Alliance, Ohio. Meets every Wednesday evening at 7:30, in B. of L. E. hall.
L. M. Holloway.....Master
J. Martin (Crestline, Ohio).....Rec. Sec'y
R. S. McKee, Crestline, O. Magazine Agent
20. WESTERN STAR, at Galesburg, Ill. Meets every Tuesday evening at 7:30, in B. of L. E. hall.
O. D. Pratt.....Master
John McGee.....Rec. Sec'y
21. INDUSTRIAL, at South St. Louis, Mo. Meets every Sunday at 2 p. m., in B. of L. E. hall.
W. Stevenson.....Master
James Buck.....Rec. Sec'y
James Buck.....Magazine Agent
22. CENTRAL, at Urbana, Ill. Meets every Sunday at 2 p. m., in B. of L. E. hall.
F. C. Beatty.....Master
S. M. Harvey.....Rec. Sec'y
A. Graham.....Magazine Agent
23. LOUISVILLE, at Louisville, Ky. Meets every Sunday at 2 p. m.
J. H. Smith (238 Zane street).....Master
P. Powers (316 Wenzel st.).....Rec. Sec'y
J. W. Richardson.....Magazine Agent
(379 East Jefferson st.)
24. H. G. RUST, at Jackson, Mich.
S. Smith.....Master
Wm. E. Brewer.....Rec. Sec'y
Miles Grosvenor.....Magazine Agent
25. PROVIDENCE, at Providence, R. I. Meets every Monday night in B. of L. E. Hall.
Geo. H. Bragg.....Master
C. S. Newton.....Rec. Sec'y
(14 Chestnut st., Hartford, Conn.)
O. W. Cutler.....Magazine Agent
(14 Washburn street.)
26. J. W. THOMAS, at Nashville, Tennessee. Meets 1st and 3d Sundays in each month at Knights of Honor Hall, West Nashville.
Geo. D. Smith (317 Church st.).....Master
Will Achey.....Rec. Sec'y
(cor. W. Gay and Hines sts.)
Will Achey.....Magazine Agent
27. HAWKEYE, at Cedar Rapids, Iowa. Meets every Thursday at 7:30 p. m.
F. A. Davis.....Master
A. S. Funk.....Rec. Sec'y
W. S. Davis.....Magazine Agent
28. ELKHORN, at North Platte, Neb. Meets 1st and 2d Wednesdays of each month.
W. J. Stuart.....Master
H. J. Clark.....Rec. Sec'y
.....Magazine Agent
29. CHAMPION, at Detroit, Mich.
J. A. Robertson.....Master
(315 Congress street, West Detroit.)
Frank Clark.....Rec. Sec'y
Frank Clark (257 17th st.).....Magazine Agent
30. HARMONY, at Susquehanna, Dep.
James Cass.....Master
Frank Choate (Box 269).....Rec. Sec'y
31. FORT CLARK, at Peora, Ill.
A. F. Eaton.....Master
D. B. Wright.....Rec. Sec'y
32. AMERICUS, at Grand Rapids, Mich.
Charles Jewell, 82 Center st.....Master
George H. Scott.....Rec. Sec'y
33. CECIL FLEMING, at Jackson, Tenn.
J. Jones.....Master
R. T. Chappell.....Rec. Sec'y
J. Jones.....Magazine Agent
34. ORCHARD CITY, at Burlington, Iowa.
Win. James.....Master
L. H. Ingersoll.....Rec. Sec'y
L. H. Ingersoll.....Magazine Agent
35. WASHINGTON, at Lafayette, N. J. Meets 1st Monday and 2d Saturday evenings at 7:30, in B. of L. E. hall.
Horace Allen.....Master
A. Zindle.....Rec. Sec'y
(157 Pine st., Jersey City, N. J.)
J. Conklin.....Magazine Agent
(183 Pine street, Jersey City, N. J.)
36. TIPPECANOE, at Lafayette, Ind. Meets every Sunday at 2 p. m., at B. of L. E. Hall, corner Sixth and Main sts., Curtis' Block.
H. C. Ward.....Master
C. E. Quaco (216 Main street).....Rec. Sec'y
C. E. Quaco, 216 Main st.....Magazine Agent
37. MOUNTAIN CITY, at Altoona, Pa. Meets every Sunday afternoon, 11th avenue, between 12th and 13th streets.
John Gardner.....Master
J. Miles Stonbreaker, Box 343.....Rec. Sec'y
J. H. McMurray, Box 343.....Magazine Agent
38. KEY STONE, at Pittsburg, Pa. Meets every Monday evening at Odd Fellows' Hall, Beaver avenue.
Gust Sold.....Master
Thos. Vanvoy.....Rec. Sec'y
(184 South avenue, Allegheny, Pa.)
Burt E. Gove.....Magazine Agent
(134 Juniata st., Allegheny, Pa.)
39. NORTH STAR, at Austin, Minn. Meets 2d and 4th Sundays.
H. M. Baker.....Master
Wm. Chambers.....Rec. Sec'y
W. Anderson.....Magazine Agent
40. BLOOMING, at Bloomington, Ill. Meets every Thursday night.
Chas. C. Hotchkiss (1206 N. Lee st.).....Master
T. O'Neill.....Rec. Sec'y
Chas. C. Hotchkiss.....Magazine Agent
(1206 N. Lee st.)
41. FOX RIVER, at Aurora, Ill. Meets every Sunday at Engineers' Hall.
C. Riddle.....Master
C. E. Powell.....Rec. Sec'y
G. L. Cummings.....Magazine Agent
42. MISSOURI VALLEY, at Sedalia, Mo. Meets every 3d Sunday and every 4th Wednesday.
R. C. Yopst.....Master
C. Schernowkie.....Rec. Sec'y
L. D. Palmer.....Magazine Agent

13. **ST. JOSEPH**, at St. Joseph, Mo.
 L. Mooney.....Master
 J. Donovan.....Rec. Sec'y
 J. H. Donovan.....Magazine Agent
44. **RELIABLE**, at Brookfield, Mo. Meets
 2d and 4th Thursdays, in B. of L. E.
 Hall.
 R. Cheney.....Master
 S. Leonard.....Rec. Sec'y
 W. R. Worth (Box 13).....Magazine Agent
45. **ROSE CITY**, at Little Rock, Ark. Meets
 every Monday at 7:50 P. M., corner Main
 and Markham streets.
 Wm. Coyne.....Master
 M. W. Campbell (Lock Box 648).....Rec. Sec'y
46. **CAPITAL**, at Springfield, Ill. Meets
 every Sunday night at Engineers' Hall.
 John Walsh.....Master
 L. D. Partington (Box 1128).....Rec. Sec'y
 Joseph Henry.....Magazine Agent
47. **TRIUMPHANT**, at Chicago, Ill. Meets
 every Sunday of each month, at 2:30
 P. M., in Railroad Chapel.
 P. D. Furlong.....Master
 W. C. Houdan (644 S. Canal st.).....Rec. Sec'y
 J. Costello.....Magazine Agent
 (957 S. Dearborn st.)
48. **AMICITI**, at Harrisburg, Pa. Meets every
 Saturday night and Sunday afternoon,
 corner 3d and Broad streets.
 M. G. Stoner.....Master
 L. C. Clemson.....Rec. Sec'y
 937 Pennsylvania avenue
 Chas. Guyon.....Magazine Agent
 (411 Cumberland st.)
49. **SPRINGFIELD**, at Springfield, Mass.
 H. C. Davis.....Master
 C. O. Mansus.....Rec. Sec'y
 W. M. Ball.....Magazine Agent
50. **NEW YORK CITY**, at New York. Meets
 every 2d Sunday and 4th Saturday of
 each month, at 869 Second avenue.
 Peter O'Dannel.....Master
 Henry J. Glover (815 2d avenue).....Rec. Sec'y
 L. J. Park (211 E. 46th st.).....Magazine Agent
51. **FRONTIER CITY**, at Oswego, N. Y.
 A. L. Baldwin, East Mitchell st.....Master
 Burt Lewis.....Rec. Sec'y
 M. Gorman.....Magazine Agent
52. **GOOD WILL**, at Logansport, Ind. Meets
 every Friday at 8 P. M., corner Market
 and Canal streets.
 Chas. Schrier.....Master
 J. H. Simodeh (Lockbox 628).....Rec. Sec'y
 C. D. Cool.....Magazine Agent
53. **FIDELITY**, at Sunbury, Pa. Meets every
 Sunday at 2 P. M., in B. of L. E. hall.
 John Pittenger.....Master
 D. F. Vollmer (Box 276).....Rec. Sec'y
54. **ANCHOR**, at Moberly, Mo. Meets every
 Monday night, at 43 Reed street.
 M. Olmsted.....Master
 J. Mannert (Lockbox 580).....Rec. Sec'y
 J. J. Murphy (Lockbox 580).....Magazine Agent
55. **BLUFF CITY**, at Memphis, Tenn. Meets
 every Sunday at 2 P. M. at Engineers'
 Hall, Adams street.
 Wm. Bender, 206 Old Raleigh st.....Master
 O. B. Hanes.....Rec. Sec'y
55. **TOPEKA**, at Topeka, Kan. Meets at Odd
 Fellows' Hall 1st and 3d Sundays of each
 month.
 S. McGaffey.....Master
 J. R. Goheen.....Rec. Sec'y
 Charles McIlroy.....Magazine Agent
57. **BOSTON**, at Boston, Mass. Meets 1st and
 3d Sundays of each month, at 10:30 A. M.,
 and 2d Wednesday at 7:30 P. M., in En-
 gineers' Hall, 47 Hanover street.
 Francis Beadle.....Master
 Everett Sias.....Rec. Sec'y
 (Box 336, E. Boston, Mass.)
 L. L. Parker, Jr.....Magazine Agent
 (70 Cambridge st., E. Cambridge, Mass.)
58. **STAR**, at Hoboken, N. J. Meets 2d Sun-
 days and 4th Thursdays, at 67 Newark
 street.
 C. E. Borland.....Master
 O. Gillen (Box 41, Hoboken).....Rec. Sec'y
 O. Gillen.....Magazine Agent
59. **ASHLEY**, at Ashley, Pa.
 J. M. Peck.....Master
 A. E. Detro.....Rec. Sec'y
 Joseph Bennett.....Magazine Agent
60. **UNITED**, at Philadelphia, Pa. Meets Sat-
 urday nights and Sundays, corner York
 and Amber streets.
 G. C. Green (107 Haydock st).....Master
 H. G. Winneman.....Rec. Sec'y
 (4662 North Frankfort st.)
 Robert Deary.....Magazine Agent
 (South Bethlehem, Pa.)
61. **MINNEHAHA**, at St. Paul, Minn. Meets
 every 2d and 4th Sundays at 3 P. M., cor.
 7th and Jackson sts., Engineers' Hall.
 John Flemming.....Master
 Clarence Linke (Box 1534).....Rec. Sec'y
 R. Peel (183 Exchange st.).....Magazine Agent
62. **VANBERGEN**, at Carbondale, Pa. Meets
 every 1st, 2d and 3d Thursdays of each
 month, in Engineers' Hall.
 O. E. Histed.....Master
 U. T. Bingham.....Rec. Sec'y
 A. W. Hoyle.....Magazine Agent
63. **HERCULES**, at Danville, Ill. Meets
 every 3d Sunday and 4th Wednesday.
 J. C. Boyse.....Master
 L. Browold.....Rec. Sec'y
 F. Rogers.....Magazine Agent
64. **LOYAL**, at Ellis, Kan. Meets in B. of L.
 E. Hall, every Sunday.
 W. H. Hamilton.....Master
 Matthew Richards.....Rec. Sec'y
 W. H. Hamilton.....Magazine Agent
 (Box 16, Brookville, Kan.)
65. **ISLAND CITY**, at Brockville, Ontario,
 (Canada). Meets 2d and 4th Sundays,
 King street, over McClean's boot and
 shoe store.
 Wm. T. Simpson.....Master
 W. H. Stewart.....Rec. Sec'y
 W. H. Stewart.....Magazine Agent
66. **CHALLENGE**, at Bellville, Ont., (Canada).
 Meets 2d and 4th Sundays, in B. of L. E.
 Hall.
 Patrick Flannery.....Master
 James Cummins.....Rec. Sec'y
 Wm. Smith.....Magazine Agent
67. **DOMINION**, at Toronto, Can. Meets
 every 1st and 3d Sundays at 2 P. M., in
 Occidental Hall, Queen street.
 Wm. Newlove.....Master
 Wm. Prenter (Box 697).....Rec. Sec'y
 George Shields (Box 697).....Magazine Agent
68. **HUDSON**, at Jersey City, N. J. Meets 1st
 Tuesday night and 4th Wednesday af-
 ternoon, cor. Macer and Washington sts.
 John McAuley.....Master
 W. J. Gardner.....Rec. Sec'y
 (232 Union st., Elizabeth, N. J.)
 R. Hare (245 Grand st.).....Magazine Agent

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69. HURON, at Port Huron, Mich. Meets every Sunday, over Postoffice.
J. Britnall.....Master
J. S. Beach.....Rec. Sec'y
(Box 13, Ft. Gratoit, Mich.)
J. S. Beach.....Magazine Agent
(Box 13, Ft. Gratoit, Mich.)
70. LONE STAR, at Marshall, Texas. Meets every Sunday night in I. O. O. F. Hall.
A. C. Cayton.....Master
James McDonough.....Rec. Sec'y
James McDonough.....Magazine Agent
71. CAPITAL CITY, at Albany, N. Y. Meets every 1st and 3d Sundays, and 2d and 4th Friday nights, at 540 Broadway.
D. O. Shank, 85 Cherry street.....Master
L. O'Brien, 7 Union street.....Rec. Sec'y
S. Smith (103 Grand st.).....Magazine Agent
72. WELCOME, at Camden, N. J. Meets every 2d and 4th Sundays, corner 4th and Arch streets.
Wm. Cows, 411 Hartman st.....Master
L. Elberston (417 Henry st.).....Rec. Sec'y
A. Huston, 318 Bridge ave.....Magazine Agent
73. BAY STATE, at Worcester, Mass. Meets every 2d and 4th Sundays, in Mechanic hall.
C. E. Bullard.....Master
T. E. Kelton, 42 Portland st.....Rec. Sec'y
C. E. Bullard.....Magazine Agent
32 Plymouth street,
74. KANSAS CITY, at Kansas City, Mo. Meets 7st and 3d Sundays, in Masonic hall, West Kansas City.
B. B. McCrum.....Master
John Clinton.....Rec. Sec'y
cor. 14th and Hickory, West Kansas City.
B. B. McCrum.....Magazine Agent
905 Penn street,
75. ENTERPRISE, at West Philadelphia Pa. Meets every other Sunday afternoon, at 3512 Haveford street.
C. E. Austian, 3800 Story st.....Master
W. F. Goundie.....Rec. Sec'y
3001 Spring Garden st.
C. W. Miller.....Magazine Agent
(3514 Warren street.)
76. VALLEY CITY LODGE, at East Saginaw, Michigan. Meets Sunday evenings at B. of L. E. Hall.
F. C. Blanchett.....Master
J. Lennox, Box 860.....Rec. Sec'y
W. Hannon, Box 1199.....Magazine Agent
77. ROCKY MOUNTAIN, at Denver, *Col. Meets every Thursday night in B. of L. E. Hall.
L. C. Ames.....Master
W. F. Hynes.....Rec. Sec'y
L. C. Ames.....Magazine Agent
78. BINGHAMTON, at Binghamton, N. Y. Meets in B. of L. E. Hall, 2d and 4th Saturday evenings.
Thomas Milan, Box 725.....Master
Wm. T. Worrell, Box 978.....Rec. Sec'y
Wm. T. Worrell, Box 978.....Magazine Agent
79. MIAMI, at Cincinnati, Ohio. Meets in B. of L. E. Hall, 2d and 4th Sundays corner 8th and Freeman sts.
J. F. Coakley.....Master
G. Harrocks, 400 George st.....Rec. Sec'y
W. H. Sperry.....Magazine Agent
432 George st.
80. PALESTINE, Texas. Organizing.
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